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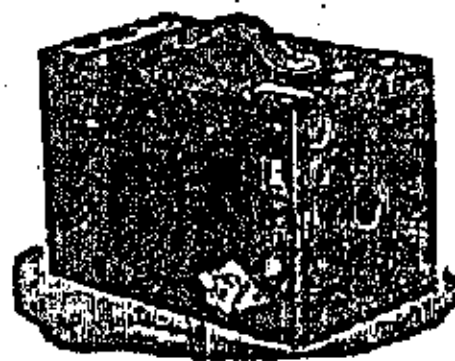
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**The Daily Press.**

HONGKONG OFFICE: 14, DEW VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MARCH 2ND, 1905.

It is fortunate that the Hongkong General Chamber of Commerce has such a record of usefulness behind it. Otherwise the annual report, and the meeting which passed it, would have disappointing aspects for those who like to think that a Chamber of Commerce is a business body. After reading the lengthy report for 1904, with its still lengthier appendices, we are tempted to sum it up as Tony M.P. used to do in Punch: "Business done—none." The main part of the discussion at the meeting was confined to a contingency that may not even arise, and its purport was to request the Colonial Government to do something that even supposing it were done with the usual courtesy of the Government towards this important and useful body, would not necessarily commit the Government to anything. Possessed of a point whose justice could not be gainsaid—that a cosmopolitan body should not have an influential voice where British legislative policy is concerned—Mr. GERSHOM STEWART nevertheless seems to have taken the resolution too seriously. If the perhaps carelessly worded resolution involved all that Mr. STEWART seemed to think it did, and all that he so eloquently argued against, it and would inevitably have been *felo de se*. No Governing Authority would entertain such a "large order" from any Chamber of Commerce, or agree for one moment to admit the principle of submitting all its legislation for the approval or disapproval of any body so constituted. The point he doubtless meant to impress upon the meeting, and should have emphasised more than he did, was that in passing such an ambiguous resolution

the Chamber of Commerce, at present in very good repute with the Government, would expose itself to a snub such as the Singapore Chamber of Commerce, which also has a cosmopolitan composition, recently received. The point that the presence of other nationals than British on the Chamber of Commerce makes their representations and advice to the Government on any matter of national policy improper and unjust is a plausible one, so plausible that it is just the sort of cry to be taken hold of and to work much harm to the prestige and usefulness of the Chamber unless it be somewhat qualified. It has to be remembered that while the Government is always glad to have the benefit of the advice and suggestions of such a body, it is in no way pledged to accept or act upon them, even if it were the case that the Chamber of Commerce were known to be a purely British corporation. It would not be right to attach undue weight to the evidence and opinions of such a body, even if wholly British, for in such case the administration of the Colony might as well be entrusted to the Chamber at once. It must not be forgotten that while the Chamber represents only the Commercial interests of the Colony, the Government is charged with the well-being of the people, of the inhabitants at large. The Government's duty is to hold the balance justly between the traders (whose points of view the Chamber so ably represents and gives expression to) and the mere consumer, whose opinion is likely to be quite opposed to that of the Chamber of Commerce. We have seen what a diversity of opinion was possible in connection with the Pilots Ordinance of last year. The object of the Chamber of Commerce was chiefly to obtain a pilot service that would be efficient and cheap at the same time. The Ordinance has been interpreted elsewhere to mean that British pilots only should benefit, and all others be discouraged. The British pilots (the term here not including Hongkong Chinese) have seen in it a chance of trying to raise the charges, a feature which the Chamber of Commerce, commercially minded, and composed of those who have to pay the pilots, does not view with favour. Whose advice in such case is the Government to take? We presume it will take all it can get, and not according to its own ideas of the average to be therefrom struck. The business interests of the Colony could not, we suppose, be adequately represented by an all British Chamber; and that is why it is a cosmopolitan body. Any recommendation coming from it must be regarded by the Government as purely in trade interests, which are not confined to British subjects. Where the purely commercial interests of the Colony seem affected, the opinion of the Chamber would have great weight; but the Government knows just as well as Mr. GERSHOM STEWART does that it is not a body charged with the care of Imperial interests. When it begins to pass resolutions capable of the construction that Mr. STEWART put upon this latest one, it is plunging the sand. The danger is not to Imperial or Colonial interests, as patriotic Mr. STEWART seemed to fear, but to the dignity of the Chamber itself, which would thus, in time, come to be looked upon as a prating busybody, whose Tooley-street testimony need not be too seriously regarded. The resolution was carried by a large majority. Perhaps it would not have been, if its folly and needlessness had been pointed out, instead of a lot of bogie-perils of which no earnest Britisher need go in fear.

Messrs W. G. Humphreys and Company, as agents of Swift and Company, U. S. A. (dairy farm products), have sent us a chromo-litho almanac.

Pastor T. Kridle, of the German Church, lost a good deal of domestic supplies. Police Sergeant Aris caught a "boy" taking the things away. The boy was given seven days' hard labour.

Ah Mui is "wanted" for the alleged commission of a crime within the jurisdiction of the Straits Settlements. He was arrested by P.C. 424 on board the *Nam sang* on the 27th ultimo. He was brought before Mr. H. H. J. Gompertz yesterday, and remanded.

Further corroborative evidence was taken by Mr. H. H. Gompertz at the Police Court yesterday in the case of the three natives charged with armed robbery in the New Territory, and His Worship committed the defendants to take their trial at the Criminal Sessions.

At the Union Church Literary Club to-morrow night, Mr. Geo. Grimble will lecture on "Mendelssohn" at 9 p.m., with Mr. A. McKensie in the Chair. Mr. Grimble has prepared an excellent musical programme to which Messrs. Emil Danenberg, Frank Austen, Koenig, Barlow, and Grimble are contributing. The meeting is open to the public.

One of the oldest foreign residents of Yokohama, Mr. Fritz von Well, who went to Japan in 1868, died there on Feb. 10th, in his 61st year.

Our grateful thanks are due and hereby tendered to the Public Works Department for their promptitude in taking yesterday's hint re the new stone-breaking establishment. It has disappeared from our midst.

The usual monthly dance of the Masonic Quadrille Club will take place on the 9th inst., instead of the 3rd inst., as customary. Dancing will commence at 9 p.m. On the 17th inst. we understand a smoking concert will be held under the auspices of the same Club.

It is reported that the International Banking Corporation has acquired an interest in the American China Development Company, and will be represented on the Board. As already announced the Belgian interest has been bought out and the controlling interest is in the hands of the Morgan group.

Chan Choi, a young married woman, attempted to evade the Opium Ordinance on Feb. 28th by landing from one of the Canton river steamers with thirty-nine odd tins of prepared opium secreted on her person. The opium was found, and the woman on appearing before Mr. Gompertz at the Police Court, was ordered to pay a fine of \$500.

The Board of Trade have received, through the Foreign Office, two gold cigarette cases for Captain H. E. Batt, master, and Mr. Keene, surgeon, of the British steamship *Ajaaz*, of Liverpool, which have been awarded to them by the Emperor of Russia in recognition of their services to the Russian officers and men wounded at the battle of Chemulpo.

Mr. F. Machado, who died on Tuesday afternoon, was an old resident of the Colony. He came to Hongkong when it was yet in its infancy, and joined the Civil Service. He was for many years in the Harbour Office, and when he retired on a well-earned pension some seven years ago he was holding the position of first clerk. Mr. Machado was about 72 years old.

Captain Percy Scott, C.B., was to vacate the command of the Gunners School at Whale Island in February on his promotion to flag rank. His successor will probably be Capt. F. T. Hamilton, now serving as flag captain in the *Bulwark* on the Mediterranean Station. Capt. H. M. T. Tudor, now in the *Cressy*, it is thought, will go to the Sheerness Gunners School.

The new t.b.d. *Ware* was launched on Jan. 21 from the shipbuilding yard of Messrs. (Palmer's) Shipbuilding Company, Jarrow-on-Tyne. She is the second of three similar vessels which the firm is constructing for the Admiralty. The first of the three, the *Ure*, is nearing completion; and the third, the *Swale*, is on the stocks. They are of a stronger build than the earlier type. The *Ware* is 255ft. long and 23ft. 6in. in breadth. Her engines, fitted with Palmer's patent system of forced lubrication, will indicate 7,000-h.p. She will carry two 12-pounder and five 6-pounder guns. The naming ceremony was performed by the Mayoress of Jarrow.

It is with great regret, says the *N.-C. Daily News*, that we read of the death in Tibet of Mr. Francis H. Nichols. A very able journalist, he came out to China after the Boxer troubles to report on the distribution of the American fund for the relief of the famine in the north, one result of his mission being one of the most delightful books ever written about travel in China, "Through Hidden Shensi." He visited Shanghai again not long ago on his way overland to Tibet having made up his mind to get into Lhasa, and this adventure has cost him his life. All who knew him must join in the regret felt at his melancholy death.

The *N.-C. Daily News* native correspondent at Peking remarks that it must cost Viceroy Yuan Shih-k'ai an immense sum annually in purchasing presents for their Imperial Majesties and certain princes, nobles, and eunuchs who are known to have the ear of the Empress Dowager. Last year presents and gifts of various kinds were sent to Peking no less than sixteen times, all of them costly and requiring large sums to purchase. One of the Viceroy's latest presents to their Majesties was sent to Peking a few days ago and consisted of twenty odd large cases of the very best Japanese fireworks for the celebration of the Feast of Lanterns on the 18th instant, and also ten cases of various kinds of foreign fancy biscuits, confectionery, and pastries. Of course these constant gifts are designed to keep his personality alive before their Majesties for the "making solid of his foundations," as the adage goes.

At a meeting of the directors of the Manchester Chamber of Commerce on 25th Feb. a letter was read from the Foreign Office repeating that the Chinese Government had undertaken no trade marks should be registered until an agreement had been arrived at with regard to the amendments which it was desired to introduce into the provisional regulations. As no China merchant appears to know whether those who have lodged their trade marks in compliance with the terms of the provisional regulations will obtain any advantage of priority over those who have abstained from doing so, owing to the official assurance, it was resolved that the matter should be referred to the Trade and Merchandise Marks Committee to consider, together with a proposed classification of marks received from the Chinese Government through the Foreign Office.

## TELEGRAMS.

[REUTERS' SERVICE.]

## ABSURD ARRANGEMENT AT WARSAW.

LONDON, 27th February.  
Reuter's St. Petersburg correspondent wires that in order to ensure the railway service, the Government has ordered all railway men in the empire to be treated as soldiers, and subject to martial law.

Reuter's Warsaw correspondent wires that every policeman is now accompanied by soldiers, as the authorities fear that the police will strike.

## THE WAR.

[“DAILY PRESS” SERVICE.]

## GREAT BATTLE PROCEEDING.

LONDON, 28th Feb.

General Kuropatkin, in dispatches from the front, admits several repulses by the Japanese right wing which is advancing.

The abandonment of Mukden is expected.

## RUSSIAN REPULSE AT CHING-HO-CHENG.

TOKYO, 28th February.

Our detachment attacked on the 23rd February the enemy at Chinghocheng, 30 miles east of Posenho. A strong snow storm, the steep nature of the ground, and the melting ice at Tatzuho, greatly hindered our movements, but by noon our first line managed to press closely on the enemy's position and deliver a fierce attack. The enemy, consisting of sixteen battalions, with twenty guns, and holding a strong position with several rows of defensive works, offered a stout resistance.

At daybreak of the 24th February we renewed the attack, which was followed by grenade fighting, and in the evening Chinghocheng fell into our hands. The enemy was routed, and fled northward, burning Chinghocheng, and leaving on the field 150 dead.

## BRIGADES DUELLING.

LONDON, 27th February.

Accounts of the fighting in Manchuria are of the most meagre description, and still from exclusively Russian sources. They indicate that the engagement at Beresneff Hill was the beginning of a great battle and part of a general Japanese movement against the Russian left flank.

Beresneff is one of the strongest of several fortified heights of Chinghocheng, a position situated on the south slope of the Taling Range, eighteen miles southwest of Shin-king, and barring the way to the passes leading to Fushun where Kuropatkin has his centre.

## RUSSIAN REINFORCEMENTS.

LONDON, 27th February.

The Times St. Petersburg correspondent wires that the transport of troops to the front has been greatly delayed all the winter. None of the reinforcements despatched during December will reach General Kuropatkin before April.

## GIFT OF SIAMESE COINS TO THE BRITISH MUSEUM.

Through the good offices of his Excellency the Siamese Minister, Phya Raja Nuprahanda, the British Museum has recently received, says the *Times*, from the Siamese Government a representative selection of the coins of Siam in gold, silver, and other metals, issued during the five reigns of the present dynasty—that is to say, from A.D. 1782 to the present time. In making this presentation to the Trustees of the Museum his Excellency states that the Siamese Government wish it to be regarded as a mark of their appreciation of the assistance which his Excellency was able to obtain in regard to the elucidation of certain ancient coins of Siam, on the occasion of his visit to the Royal Room during the last summer, and expresses the hope that this donation will now place the Museum in possession of a representative series of the coins of Siam, which may be compared in completeness with those which it already possesses of the coins of other countries.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 1st at 11.55 a.m. The barometer has risen on China coast, particularly in the north. A high pressure area lies over N. China. Gradients are steep over the Formosa Channel and very strong monsoon will probably prevail there. In the N. part of the China Sea gradients are moderate but increasing, and the monsoon is likely to freshen considerably over that area.  
Forecast:—Strong N.E. winds; overcast, some rain.

## CANTON NOTES.

[FROM THE “CHUNG NGOI SAN PO.”]

## KWANGTUNG FINANCES.

The financial department of Canton, named Sin Hau Kuo, has reported that the revenue collected in the province of Kwangtung in the 31st year of Kwangsu amounted to 7,316,000 taels against 6,916,000 taels in the 29th year. The expenditure in the 31st year amounted to 7,326,000 taels.

## IMPUDENT ROBBERIES.

The cases of robbery are not decreasing in number, though the smart Viceroy has reportedly given strict orders to his subordinate officers, under threats of punishment and dismissal, to exert themselves to root out the robbers. News has reached Canton, from the San-Sui district, to the effect that within the last month, in a place named Tai-Long Wai, where there are many villages, over one hundred and twenty shops and houses were ransacked by robbers, who frequently made their appearance in broad day-light and plundered on each occasion twenty or thirty houses. The robbers were too numerous to be resisted.

## THIEVES' KITCHENS.

As the number of opium divans, which are the resort of bad characters, has greatly increased in the city of Canton, the Superintendent of Police has given orders to prohibit the opening of new opium divans, under heavy penalty, and those now being used as opium divans are to be closed where possible.

## PAPER MONEY D'LONG NO GOOD.

The dollar notes issued by order of the Canton Imperial mint are favourably accepted in Canton, but in the surrounding districts the people are still afraid to trust them. The high authorities have ordered the local mandarins of different districts to issue proclamations advising the people to avail themselves of the bank notes which are accepted by the Government in payment of taxes and other duties.

## SILK.

The silk crops in Namhoi and Sanak districts have been reported favourably upon during the preceding half year, but the silk market is dull. Some shops dealing in this business in these districts have been closed on account of the poor trade doing. The rearing of silk worms is again proceeding, and the people are busily engaged planting mulberry trees.

## SALE OF RACE PONIES.

Mr. Hoogh yesterday auctioned a number of ponies in front of the City Hall, and the sale will be continued at Kennedy's Stables this afternoon, commencing at four o'clock. The chief purchaser yesterday was Mr. J. J. Lorin, the Portuguese vice-consul, who acted on behalf of the Macao Government. A mounted police force is being instituted at Macao. Prices were as follows:—

Standard.—Mr. Kernia, \$65.  
Woodstock.—Capt. Leslie, \$35.  
District.—Capt. Pollock, \$30.  
Caterpillar.—Mr. Melchers, \$35.  
Soup Meat.—Mr. W. G. Clarke, \$30.  
Blackbird.—Mr. Melchers, \$120.  
Patrimony.—Capt. Leslie, \$110.  
Scottish King.—bought in, \$50.  
Umbrian King.—bought in, \$120.  
Saxon King.—bought in, \$100.  
Tuscan King.—bought in, \$100.  
Prairie King.—Mr. Haynes, \$720.  
Congo King.—bought in, \$130.  
Jangle Walk.—Mr. May, \$130.  
Royal.—Mr. Leiria, \$100.  
A Grey Griffin.—Mr. Kernia, \$85.  
Hackenschmidt.—Capt. Elgood, \$100.  
Praps.—Mr. Michael, \$140.  
Praps Not.—Mr. Muelle, \$105.  
Leading.—Capt. Leslie, \$105.  
Leithroy.—Mr. Patterson, \$115.  
Berkeley.—Mr. Kernia, \$80.  
The Duke.—Mr. Udell, \$140.  
V. W. H.—Mr. Alves, \$65.  
Stirling.—Mr. Ulrich, \$85.  
The Loufer.—Mr. Gagg, \$130.  
The Count.—Mr. Gagg, \$135.  
The Professor.—Mr. Melchers, \$130.  
Desperado.—Mr. Henderson, \$130.  
A Grey Griffin.—Mr. Leiria, \$120.  
The Spirit.—Mr. Rose, \$130.  
The Squaler.—Mr. Leiria, \$60.  
Grand Dame.—Mr. Attienza, \$155.  
Ocean.—Mr. Attienza, \$135.  
Empress of India Rose.—Mr. Leiria, \$125.  
The Gem Rose.—bought in, \$120.  
Lamarque Rose.—Mr. May, \$130.  
High Frequency.—Mr. Leiria, \$125.  
Policy.—Mr. May, \$145.  
Fiscal.—Mr. Leiria, \$80.  
Wee Macgregor.—Mr. Mackie, \$130.  
Highlander.—Mr. Moxon, \$150.  
Highland Laddie.—Mr. Robertson, \$130.  
Highland Fling.—Mr. Leiria, \$105.  
Aracapoague.—Mr. Leiria, \$140.  
Yellow Ford.—Mr. Patterson, \$145.  
White Elephant.—Mr. Leiria, \$115.

## DEATH OF A SHANGHAI P.W.I.

By the death of Mr. James Beckhoff, says our Shanghai contemporary, the Municipal Council loses one of its oldest and most valued servants. Mr. Beckhoff joined the Council's service 34 years ago as Inspector of Roads, and was at the time the only man on the outdoor staff of the Public Works Department. As the Settlement grew and work increased he was appointed Inspector of Works, a post which he held till the time of his death, which occurred quite suddenly on Tuesday evening.

Mr. Beckhoff was a hard worker, and his familiar figure was always to be seen about the Settlement, and he was always to be relied upon in case of emergency or breakdown. He was keenly interested in his work, and his advice and wide experience were always at the disposal of those with whom he was brought into contact. His energy was unflagging, and at every public function where the assistance of the Municipal staff was requisitioned, he was always to be found. He leaves a widow (who is absent from Shanghai) and one son, who is in the Engineers and Surveyors' Department. Mr. Beckhoff's death occurred so suddenly that Dr. Macleod found himself unable to give the usual burial order and an inquiry was accordingly held at the new mortuary by Mr. Mezger (German Vice-consul) yesterday. Dr. Paulus and Macleod, who had made a post-mortem examination, were unable to find any cause for death and the contents of the stomach have now gone to a local expert for analysis.

## SUPREME COURT.

Wednesday, 1st March.

IN SUMMARY JURISDICTION.  
BEFORE HIS HONOUR MR. T. SERCOMBE  
SMITH (PUNISH JUDGE).

ELLIE COUTTS v. EDITH DREW.  
In this action the plaintiff sought to recover \$200, being rent said to be owing by the defendant in respect of No. 52, Hollywood Road for the month of January in this year.

Mr. R. Harding (of Messrs. Ewins and Harston) appeared for the plaintiff and Mr. F. W. Goldring (of Mr. G. K. Hall-Brutton's office) for the defendant.

Mr. Harding—I submit that the special defence set up should not be allowed; as fall notice was not given.

Mr. Goldring—Twenty-three hours' notice instead of twenty-four hours' notice was given, and I told my friend on Saturday morning that I was going to plead this.

The special defence was allowed.

The property in question belongs to Ellie Coutts, who had given power of attorney to an agent, who had let the house to Miss Drew. On the 1st December, instead of 30th November, he gave Miss Drew notice to quit. On the 16th, Miss Drew's solicitor wrote that the notice was bad. Fresh notice was given on 31st December, and the tenant left before the end of January, paying the taxes, but not the rent now claimed. The present tenant was named Cora Richards. It was admitted in cross examination that plaintiff was a prostitute and that the house had been used as a brothel for a number of years.

Mr. Harding submitted that by protesting the notice on the 16th, and refusing to quit, the defendant had asserted a legal right to remain, and could not now set up the defence that the claim being in respect of a brothel could not be recovered.

Mr. Goldring submitted that the landlord had permitted the house to be so used, and that the Court could not therefore assist him to recover rent for it.

His Honour—In this action, the plaintiff, Ellie Coutts, seeks to recover from Edith Drew the sum of \$200 on account of No. 52, Hollywood Road, being rent for one month from the 1st January, 1905. Notice to quit was given on the 1st December, but that notice was palpably invalid. On the 31st December valid notice was given. Acting on that notice the defendant left the premises. She paid taxes for the month but refused to pay the rent; and one of the grounds for the defence is that the premises were let, to the knowledge of the plaintiff, to be used for immoral purposes. Under the Summary Jurisdiction Ordinance the defendant's solicitor ought to have given 24 hours' notice of the objection. He has not given full notice, but the solicitor was informed orally of this defence as far back as last Saturday; and I shall use my power to allow this defence to be set up. The plaintiff's agent said that he knew that these premises were being used for immoral purposes. Therefore, one point necessary for the defence has been established. The question arises whether as a fact these premises were used by the defendant for immoral purposes, and I have no doubt they were. Mr. Harding sets up on behalf of the plaintiff a very clearly laid down:—"An action is not maintainable to recover the rent of lodgings knowingly let for the purposes of prostitution (Smith v. White). And where the landlord at the time of the letting was not aware of the tenant's mode of life and her object in taking the lodgings, but allowed her to remain in them after he had become acquainted with her character, and the use to which her apartments were put, it was held that he could not recover from her the rent which accrued after this came to his knowledge (Jennings v. Throymorton). So where in an action against a woman of the town for board and lodging it appeared that the plaintiff, the keeper of a house of ill fame, received a portion of the gains of the women in her house, as well as payment for their board and lodging, Lord Kenyon refused to sanction such a demand (Howard v. Hodges). And where the defendant, a prostitute, was sued by the plaintiff for the hire of a brougham, and the jury found that the plaintiff knew her to be a prostitute, and had let the brougham with a knowledge that it would be, in fact it was, used by her as a part of her display to attract men, it was held that they could not recover (Pearce v. Brooks). But although the tenant of apartments be an immoral woman, and the landlord be aware of her character, he may recover his rent if she receives her visitors at a private house, and does not use his premises for immoral purposes (Appleton v. Campbell), and a contract to sell clothes to a prostitute (Bowley v. Bennett), or to wash for her (Lloyd v. Johnson) is of course good." Miss Drew has proved that she used the premises for immoral purposes. It seems to me quite clear that this defence prevails, though I must stigmatize it as very shabby.

Mr. Harding—I would ask that costs be disallowed.

His Honour—Justice Ridley disallowed costs in the case of Granville and Company v. Firth in which a shabby defence succeeded; and when that decision was appealed against, it was held that no matter how shabby the defence, if lawful, a person must get his costs. Otherwise I should be inclined to accede to your request. Judgment for the defendant with costs.

The *Gazette* announces that the King has been graciously pleased to appoint Stuart Mitford Fraser, Esq., C.I.E., to be His Majesty's Commissioner to negotiate with the Chinese Commissioner in regard to the agreement to, and confirmation by, China of the Anglo-Tibetan agreement of September 7, 1904.



## MARINE MAGISTRATE'S COURT.

Wednesday, 1st March.

DEPOSED HON. CAPT. L. A. W. BARNES LAWRENCE, R.N. (MARINE MAGISTRATE).

## A CONTAMINATED CARGO.

Captain Brown of the ss. *Franklyn* presented twenty-four of the steamer's crew for impeding the progress of the steamer by refusing to put to sea on the 29th ult.

Captain Brown stated that on arrival in port he was ordered to proceed to Sasebo, Japan, and communicated the instructions to the crew, and they at once refused to proceed. Their reason was that the Cardiff coal the steamer was carrying was contraband of war. The articles included Japan.

His Worship in summing up, said that he had explained to the defendants the false conclusion they had arrived at regarding their position. They had deliberately signed articles to proceed to countries in which Japan was involved at a time when they knew that that nation was at war. In continuing the voyage at the present time there could not be regarded to be any greater risks than those usually attached to the ordinary risks of a sea-faring life. This being so they were wilfully and wrongfully ignoring the terms of their agreement.

Two apprentices His Worship declined to deal with, and ordered them to be placed on board of the ship again. One of the men, H. Jones, offered to rejoin the ship and the charge against him was withdrawn, while the rest were sentenced to ten weeks' gaol each and ordered to be re-shipped should the *Franklyn* return to Hongkong before the expiration of the sentence.

## ALLEGED MISCONDUCT BY INDIAN POLICE SERGEANT.

Karia Ellahi, an acting Sergeant of Police stationed at Yau-mai was placed before Mr. F. A. Hazell at the Police Court yesterday, charged with the larceny of a watch and chain and other trinkets, also with unlawfully attempting to obtain from one, Ho Kai, a bribe of \$20 with a view to influencing the said Karia Ellahi's conduct as a public servant contrary to the rules of honesty and integrity. Mr. Otto Kong, prosecuting, and Mr. H. W. Leokor (of Messrs. Deacon, Leokor and Deacon) defended.

Mr. Kong said that Ho Kai was a stationer at Yau-mai. On the 30th December last he received his wages, after which he absconded from the station. This fact was apparently known by the accused, who met Ho Kai on the 5th February at the Yau-mai theatre. Telling the defendant he must take him back to the station, he caught him by the arm and took him as far as Kennedy Street. Here he asked Ho Kai for \$20, stating that he would release him provided the amount was paid. Complainant said he was not possessed of the amount. The accused searched him, and found on his person a watch, chain and other trinkets, which he took.

Inspector Macdonald gave evidence as to getting the jewellery from the defendant's house in Temple Street, Yau-mai.

Ho Kai deposed: On the 30th December I left the Yau-mai Police Station. I saw the defendant on the 5th February at the Yau-mai theatre. He said to me: "Why, when you left did you not tell the Inspector? You had better come and see him now. He took me as far as Kennedy Street, and there told me if I gave him \$20 I need not see the Inspector. I told him I did not have that amount. He searched me, and took my watch and chain. Hearing continues.

## THE GREAT NAVAL LESSON OF THE WAR.

Sir Cyprian A. G. Bridge wrote to the Times the point raised by Admiral FitzGerald in the *Times* of the 20th Jan. is one of great importance, and the question that he asks has also been asked by others not so capable of dealing with it as he himself. The difficulty in the way of solving it will, perhaps, disappear if it is understood that there is a difference between a fleet and a fleet "in being." The latter was once defined by a writer "our armaments as a fleet, strategically at large"—in other words, in a state of efficiency and readiness to act. Herbert (Earl of Torrington), to whom Admiral FitzGerald refers, purposely obtained from pressing the fighting at Beatty Head in order to keep his fleet in an effective state, and then took up a position where he could only be attacked in circumstances disadvantageous to the assailant. Herbert was, therefore, as the late Admiral Colomb pointed out, in the position of a flank army, which even a superior hostile army undertaking a big operation cannot venture to disregard.

By their preliminary operations the Japanese took away from the Russian fleet the character of a fleet "in being," reducing it—at least for several weeks—to a condition in which its corporate efficiency was lost. This gave them time enough to transport their army to the Asiatic Continent without fear of molestation except from single ships or small groups with which their own force would have been able to deal effectively.

The history of the Russian fleet at Port Arthur repeated in essentials the history of the fleet at Sevastopol. As soon as the latter decided to land its guns and its crews to assist in defending the place on land it lost its character as a fleet "in being," and caused little anxiety to the French and English expedition crossing the Black Sea. The subsequent sinking of the Russian ships to obstruct the entrance to Sevastopol harbour constituted rather than changed the condition of strategic impotence to which the fleet was reduced.

In both cases the mischievous effect of reliance on a fortified port went for a great deal. Had Herbert sheltered himself behind land fortifications, in all probability his fleet also would have lost its character of a fleet "in being."

## ROYAL HONGKONG YACHT CLUB.

## NINTH CLUB RACE, 26th FEB.

## CHAMPIONSHIP CLASS.

Light airs from the North-west prevailed when the start for this race was made at 1 p.m. The *Elphich* did not appear when the gun fired, but the *Aileen* and *Vernon* started very evenly, but the *Aileen* did not cross for about a minute later, being somewhat blanketed by the *Gloria* which was wading about on the windward side of the line. The *Dione* and *Vernon* went off on the port tack, the *Aileen* on the starboard tack, and when they next met the order was *Dione*, *Aileen*, *Vernon*. This order was kept down to the Fairway Buoy, when *Vernon* went off through the Salpina channel. The wind was gradually freshening and outside Green Island a fine choppy sea was met from the tide running up against the wind. The sea, however, soon went down as the tide was just on the turn, but the wind increased as the rock south of Kau-i-chau was neared. *Dione* was first round 4½ minutes ahead of *Vernon* which was 3½ minutes ahead of *Aileen*. Sheets were then eased for the passage to the Trocas Rock. *Dione* went south of Kau-i-chau and north of Stonewaters; *Vernon* went south of both and *Aileen* went north of both. The wind gradually died away on the run home, which enabled the *Dione* to increase her lead at the finish. She has now equalled the performance of *Vernon* last year, winning 7 races in succession and thereby carrying off the championship for 1905. Her new sail now sets splendidly and pushes her to windward in quite a remarkable manner, and has enabled her this year to turn the tables on the *Vernon*. The times at the finish were:

Yacht	H. M. S.
<i>Dione</i> ... ..	3 57 45
<i>Vernon</i> ... ..	4 3 25
<i>Aileen</i> ... ..	4 18 0

## ONE-DESIGN RACE.

Just before the start *Colleen* and *Mia* went off by themselves intent on getting the better of one another. The wind dropping slightly, these two were in consequence about a minute late and *Bonito* and *Kathleen* got away together, the former with *Kathleen* under his lee. The wind was light at first and several changes took place in the order. *Bonito*, however, holding on to her lead. Finally in a fair breeze all four went to the north of Green Island and from there the wind northering a little they were all able to very nearly fetch the rock. *Mia* was in the lead, but *Kathleen* was palpably out-pointing her and finally on *Mia* coming round to lay for the rock it could be seen she would probably have to give way. However, she just managed to scrape round, the order being *Mia*, *Kathleen*, *Colleen* and *Bonito*. Rounding up the harbour again to Trocas Rocks buoy the three leaders went N. of Kinohoe, *Bonito* keeping to the south. After passing the island all set spinnakers to port, *Mia* tearing her hull just after setting it. It was got down again and a reef taken in the head and then, round. In a falling wind a gybe was made before getting to Trocas Rocks and the order round was *Mia*, *Kathleen*, *Colleen*, and *Bonito*. After rounding the wind was very faint, the leader having much the best of it. *Bonito* drew up fast on *Colleen* and *Kathleen* and passing them went on after *Mia*. Once more spinnakers were set and *Mia* crossed the line in a faint trickle of wind some distance ahead of *Bonito*. *Colleen* a long way behind coming in just ahead of *Kathleen*. Two wind falling in the way it did completely spoiled the finish of the race which was a very close one up to Trocas Rocks, all the boats being close together at that buoy. *Kathleen* had a collision with *Mia* near the start and was disqualified. The times at the finish were:

Yacht	H. M. S.
<i>Mia</i> ... ..	4 23 10
<i>Bonito</i> ... ..	4 27 8
<i>Colleen</i> ... ..	4 44 5
<i>Kathleen</i> ... ..	Disqualified.

## CLUB RACE, HANDICAP CLASS, FEB. 27.

*Alannah* went in front in the best out of the harbour, while *Doreen* gained by keeping a southerly course near Green Island, and the Kau-i-chau rock was rounded by *Alannah* 2 minutes ahead of *Doreen*, 6 minutes ahead of *Iris*, and a quarter of an hour before *Chanticleer*, who burst her job, with *Payne* far behind. All were becalmed off Stonewaters for half an hour, and the Trocas Rock Buoy was rounded in the same order, except that *Iris* had passed *Doreen*. In the reach home along the Kowloon shore *Chanticleer* gained and coming up close in, passed *Doreen* and *Iris* and saved her time on *Alannah*.

Yacht	H. M. S.	Corrected.
<i>Alannah</i> ... ..	5 28 40	5 28 40 (3)
<i>Chanticleer</i> ... ..	5 37 38	5 27 6 (1)
<i>Doreen</i> ... ..	5 40 20	5 29 50 (3)

## THE BUTCHERS' GUILD.

## A COMBINATION TO RAISE PRICES.

A *Daily Press* representative yesterday interviewed the keeper of the Hongkong Butchery Company, in Central Market, to inquire the reason for the rise in the price of meat. This person stated that the reason for the latest increase of prices was that cattle from Canton were now more expensive than before. The man said that a cow formerly costing \$40, could not now be bought for less than \$50. This rise had come about gradually. Beef steak and soup meat now cost 20 cents, and 16 cents respectively, as against 18 cents and 14 cents a few days ago. A similar increase was noted in the case of mutton. A 10 sheep now costs \$12 to \$13. "We now charge 26 cents for shoulder of mutton, and 28 cents for chops and neck, as against 24 cents and 16 cents respectively. It is not long since mutton was only 16 cents." It is Guild jargon—the man said. "By and by still more dear. All butchers have agreed together."

## FOOTBALL.

There will be a Football match between Leutano Football Club and Evers Football Club, on Friday at Queen's Recreation Ground (Causeway Bay). Kick-off at 5.15 p.m. sharp. The following will represent L.F. Club.

Goal: J. C. Barros, Backs: A. V. Barros and J. C. Barros. Halves: J. M. Siqueira, O. F. Rosario, and P. da Rosa. Forwards: J. M. Brito, O. F. Ozeiro (Captain), E. M. Ozeiro, A. O. Barradas and A. J. V. Ribeiro.

## HONGKONG FOOTBALL CLUB V. V.C.C.

In the wet and miserable weather of yesterday afternoon these clubs met on the ground of the former at Happy Valley to replay their tie. A goodly number of onlookers surrounded the field, and their vociferous cheering seemed to encourage the players. The ground was in very bad condition, and the men had great difficulty in keeping their feet. The teams were:—

H.K.F.C.: Dr. Kow, goal; W. G. Lockie and G. E. Morrell, backs; H. C. Gray, G. B. Macdonald and E. F. Ancott, halves; R. Macpherson, T. E. Pearce, W. H. Williams, A. Henderson and C. Humphreys, forwards.

V.R.C.: Loureiro, goal; Davis and Witherell, backs; Horton, Humphreys and Forbes, halves; Clelland, Jardine, Dixon, Holmes and Beyer, forwards.

The Club started by forwarding the leather towards the V.R.C. goal, but from this quarter it was promptly returned to Club territory. Again and again it was sent back, but the defence of the V.R.C. was every time equal to the occasion. Before the Club's goal a penalty was given against them. Clelland took the kick, but struck the upright. Shortly afterwards a corner was conceded to the V.R.C. The ball was well centred and play became hot in front of the Club's net. Clelland had a second shot, but went too high. Twice after time the V.R.C. bore down on the Club's stronghold, but Morrell and Lockie were always ready for the onset. Morrell especially being always in the right place to check an advance. Honours throughout the first half were evenly divided, and the result was, as the whistle sounded, Half-time: No score.

The restart witnessed the V.R.C. bearing down on the Club's citadel, but their stay of short duration. From a corner gained by the Club on a transference of play nothing resulted, and some splendid passing by the V.R.C. quintette carried the leather well out into mid-field. The latter team, however, seemed to give way before the Club's forwards, who continued to press on the V.R.C. stronghold. Pearce's way into the net was clear; his shot was from right in front, and as gently as any one could hit the back of the net. He managed, however, to head the leather in shortly afterwards, but the goal was disallowed as the referee's whistle had blown Williams was the next to have an opportunity. His first attempt was a failure, likewise his second drive from a ball neatly centred by Morrell, but he was checked for the effort. Later, he carried the leather along in fine style from mid-field and sent it spinning past the goal's mouth great cheering. The Club were again put on the defensive, and play was hot before their posts as time was called.

Result: H.K.F.C., 1; V.R.C., 0.

## REMINISCENCES OF JAPAN'S MERCANTILE MARINE.

A correspondent of the *Japan Chronicle* writes: "To anyone who can recall the insignificant merchant marine of Japan of thirty years ago, the tremendous progress that has been made will be at once apparent. In about the year 1875-76 the Mitsui Bishi Company's 'Takasago-maru' was one of the large trading vessels of Japan, and those in the company's employ at that time used to marvel at the size and especially at the length of that steamer. The steamer that first caught their eye, the 'Great Eastern'—a vessel that vessel to be regarded as a floating city, but after all its tonnage was only 8,000 tons, and therefore it was considerably smaller than the 'Minnesota.' If I remember rightly the 'Takasago-maru' was a vessel of about 1,300 tons register. Reflecting on this, it is little short of amazing to think of the successors to that company, the present Nippon Yusen Kaisha, possessing steamers of 10,000 tons and acting as agents for steamers of 21,000 tons.

When steamers were first purchased by the Dai-ichi of Tokyo, most of the crew consisted of Samurais, who went on board wearing two swords, which they put aside while working, but took up again on going ashore. "There were people who will remember the old paddle-wheel steamers, 'Tokyo-maru,' 'Hiroshima-maru,' 'Nagoya-maru,' 'Gaukai-maru,' and 'Saikoku-maru.' When they constituted Japan's steam mercantile fleet, the farthest point reached by Japanese steamers was Shanghai. What a contrast at the present time, when regular services are run to England, Australia and America! An old foreign resident, who had sailed with me on the steamer, said it was like a dream when one's thoughts travelled back to those old times—when the Mitsui Bishi had its office on the site where the Hyogo Ken Noko Ginko now stands and when the 'C. & J.' office was a few doors east, where the Japan Tea Inspection Office was at one time situated.

The competition between the Mitsui Bishi, the Pacific Mail, and the P. & O. Company, and between the Mitsui Bishi and the Kyodo Unyu Kaisha, was very keen, and would form an interesting history in comparison with present-day competition.

In 1875-6 a thirty-six hours' journey between Kobe and Yokohama was considered a fast performance. There were no such conveniences as there are in those days, and when a steamer went to Shanghai to land cargo for Tokyo it was necessary for the vessel to anchor about two or three miles from the shore, and the conveyance of passengers to and from the steamer of course occupied a great amount of time, especially at low tide. Cargo lighters were often driven by adverse winds to Hancou Point, with the result that it was sometimes two or three days before the cargo reached Tokyo. There were at that time some eight or nine foreigners in the Mitsui Bishi head office, three at Yokohama, three at Kobe, and three at Nagasaki, including barge-keepers. For the steamers on the Shanghai line tickets were written in English, even for Japanese passengers. Mr. Takahira, now Minister to Washington, was then a translator and interpreter at the head office. Mr. Kondo, now President of the Nippon Yusen Kaisha, was in those days manager of the Yokohama Copper Mine in Bithchi.

## BRITISH TRADE IN CHINA.

Before the Colonial Section of the Society of Arts, on Jan. 24, Mr. Byron Brennan, late his Britannic Majesty's Consul-General at Shanghai, read a paper on "British Commercial Prospects in the Far East." The chair was occupied by Sir E. Sassoon, M.P., and among those present were Sir J. Colomb, M.P., Mr. Keowio, M.P., Sir West Ridgeway, Sir J. George Scott, Mr. Estlin, Mr. G. W. G. General Sir Alfred Turner, General Sir W. Gaseigne, Colonel Manfield, Commander Caborn, and Mr. C. V. Creagh.

Mr. Brennan, in the course of his paper, which was illustrated by a number of interesting lantern views, said that too much was made of the opening of new treaty ports. Some of these more recently opened ports had never been visited by a foreign merchant. The concentration at the principal places, and to leave to the native dealer the work of collecting and distributing native produce. If the volume of foreign trade with China was not as it might be, the main reason was that the Chinese Government did not give a thought to such matters as the expansion of commerce or the development of the resources of the country; and in pursuit of some local, temporary, and insignificant gain, blindly adopted measures which ended in strangling trade and killing enterprise. China's fiscal policy was wantonly suicidal. Our chief hope in the future must rest, not on our Government's obtaining for British subjects more facilities or so-called privileges, but rather in urging every opportunity for inducing the Chinese Government to grant its own subjects full liberty to improve their position. As to the employment of British capital in the building of railways and the opening of mines, it was essential that those with whose money a railway was built in China should be in a position to prevent waste and mismanagement. So far the English were only engaged in the construction of railways, and not in the management of them. On the successful issue of this undertaking a great deal depended. Closely connected with our future trade was the tendency of some Powers to mark off certain parts of China as their special sphere of interest or influence. A sphere of interest had a way of developing into an exclusive preserve. The fact that the control of railways would be in the hands of a company of different nationalities, and in some cases to companies that must do the bidding of their protecting Governments supplied a strong reason why it was desirable that the whole railway system of China should pass under one honest, impartial, and competent management. In the exploitation of her mineral resources a great improvement in China's material condition would be looked for. Practically mining had not yet begun; and here, rather than in railway extension, were to be found attractions for the employment of British capital. The measures that would have the greatest effect on the material prosperity of China were—first, the total abolition of every form of internal taxation on merchandise; and, secondly, improved means of communication. China's international trade would continue to grow in the future; but if the English were to retain their fair share of that trade they would have to display greater energy and new tactics. The British manufacturer could not look to the British merchant in China to secure a greater demand for his goods. He must himself go to the trouble of pushing his goods; and, as one manufacturer single-handed could not face the expense, a number of non-competing firms must combine to employ energetic agents in investigating the market of China. The present war must have very important consequences for the commercial situation in China; and it would be well for us if the success of Japan put an end to the insidious designs of certain Powers on the independence of China. It was our interest that China should be left intact and should be able to take care of herself.

The Chairman, in opening a discussion on the paper, said that, as to the partition of China, he feared we were no longer masters of the situation; but it was to be hoped that it was not yet too late to make our assertion of a sphere of interest in the Yangtze Valley secure. More of a Palmerstonian "unilateralism" was necessary to secure our interests and rights in the Far East.

The discussion closed with a vote of thanks to Mr. Byron Brennan for his paper.—*Times*.

## SYNDICAT DU YUNNAN, LIMITED.

The report for the year ended September 30 states that the expedition, consisting of mining engineers and prospectors, to which reference was made in the last report, has examined several of the departments in the Province of Yunnan, allocated to the syndicate under the concession granted to it by the high provincial authorities, and ratified by the Chinese Imperial Government. The investigations of the expedition have not yet been carried to any definite point, because, unfortunately, the engineer-in-chief was obliged, in consequence of ill-health, to return to Europe in November, 1903; and the second engineer, who had been provisionally placed in charge of the expedition, was compelled for the same reason to relinquish his post a few months afterwards. The expedition, however, between the time of its arrival in the East in December, 1902, and its return to Europe in May, 1904, visited and reported upon various local copper, and other mines and deposits, including iron, silver, lead, antimony, &c., situated within the boundaries of the syndicate's concession. The district situated to the north, north-east, and west of Yunnan-fu, the capital of the province, and in the south, the country surrounding the districts to be opened up by the Tonkin-Yunnan-fu Railway. In view of the war in the East, and the difficult resultant therefrom which certain corporations have experienced, the board have deemed it advisable to defer for the time being further operations in Yunnan.—*Times*.

## LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Doric*, with mail, &c., left Shanghai for this port on Tuesday, the 28th Feb. at 4 p.m. and is due here to day about 5 p.m.

The Indo-China steamer *Suisang* left Calcutta for this port via the Straits on the 25th ult., and may be expected here on the 14th inst.

The I.G.M. steamer *Bongor*, which left here on the 1st Feb. at noon, arrived at Genoa on Tuesday at 5 p.m.

The N.G.I. steamer *Ichbia* left Singapore for this port yesterday morning, and may be expected here on the 6th inst.

The H.A.L. steamer *Silesia*, from Hamburg, left Singapore for this port on the 1st inst. a.m., and may be expected here on the 6th inst.

The Bachelin Line steamer *Bavaria* left Shanghai yesterday, and is due here on the 4th inst.

The Ben Line steamer *Bencluch*, from Antwerp and London, left Singapore on the 28th ult. for this port.

The P. & A. steamer *Nicomedia*, sailed from Portland, Or., on the 26th Feb., and is due here on the 30th March.

## KODAK

## FILMS &amp; ACCESSORIES.

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PHOTO GOODS STORE,

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(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

## JAPAN AND CHINA AT CAMBRIDGE.

The *Daily Graphic* says: It is not generally known—or at least it is not sufficiently realised—how great an influence our older Universities have upon the intellect and ideas of far-distant nations. Some time ago the Japanese Minister called attention to the numbers of students of his own nationality at Cambridge, to the Japanese Undergraduate Club they have formed there, and to the useful influence they are having upon University life in promoting a closer intimacy of thought between the allied nations.

The Japanese students are scattered among the various colleges; but are chiefly represented at Pembroke, Trinity, Trinity Hall, and Peterhouse, while there are other non-collegiate Japanese. Japan, however, is not the only Far Eastern nation represented at Cambridge, for there are even more Chinese students, a number of Siamese, and many from the native States of India.

A *Daily Graphic* representative had some interesting conversations with several of these foreign undergraduates, who were very willing to express their views upon English University life, and to give particulars of the little societies they have formed among themselves.

"Until recently," said an intelligent young Chinaman, "we had a Far Eastern Society here, which united the three nationalities of China, Japan, and Siam. We did not include students from India, as, of course, they do not properly belong to the Far East. The objects of this society were the promotion of a closer social intercourse between the followers of our races, and the discussion of Far Eastern and other problems."

He abandoned his gravity for a moment, and with twinkling eyes threw back his head and indulged in a merry laugh.

"The discussion of problems was not very successful. The business side of our meetings was chiefly restricted to eating and drinking. This left no time for oratory. Then, as to the social side of the society, I am bound to say we found it difficult to exclude class feeling altogether. You see, a Prince of the Royal blood of Siam—and most of the Siamese students are of this class—my comrade would not exchange a few words in the society with a Japanese or Chinese student of inferior rank, but it does not follow that he will recognise a friendship outside, and will probably 'cut you dead,' as you call it. That, of course, spoils the chief purpose of the society; so it was thought well to abandon it a short time ago. Still the Japanese and Chinese students hang pretty closely together, because, whatever differences the two nations may have in the Far East, when we are at Cambridge we are of both countries and we are allied by race and to a certain extent by instinct, so that we cultivate friendship."

The Japanese are at present very popular with the English students.

"Perhaps," said one of them, with a smile, "it is not so much our own charms as a curiosity brought about by the present war. You admire 'plucky little Japan,' as you call her, and you are all by race and to a certain extent by instinct, so that we cultivate friendship."

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From the inquiries made by our representative, it seems that both the Chinese and Japanese students go to Cambridge for purely practical reasons. They have not much sympathy with the classical learning, which seems to them rather waste of time; but they express great admiration for the training to be got at Cambridge in engineering, science, and medicine.

"Japan, of course," said one of the students, "owes a great debt to England for her knowledge of these things, and although we have our own Universities upon modern lines, there is undoubtedly a great advantage in coming to this University, which is to a certain extent the fountain head of modern science. Naturally, also, in Japan there is a good deal of prestige surrounding a man who has studied at so renowned a place as Cambridge."

The long variety vacation seems rather a waste of time to the Japanese students, who, as one of the Cambridge professors remarked, "are as keen as mustard"; but one of the Chinese undergraduates remarked with a smile that "this is the best thing in the system."

## THE MARINE INSURANCE MARKET.

Writing on January 26, the *Times* says:—The seizure by the Japanese of the Austrian steamer *Burma*, with coal for Vladivostok, shows that the Japanese have established a watch over the Perouse Straits to the north as well as over the passage between Japan and Korea. There is no doubt that *Burma* took the former course. This vessel is 3,071 tons, built in 1895. The war risk insurances were on a moderate scale—namely, £22,500 on the steamer and £19,000 on the 4,000 tons of coal; altogether £41,500. This makes the sixth seizure of a steamer in which this insurance market is interested.

Some business is still being done in steamers with provisions, oil, &c., from the Pacific ports to Vladivostok at 40 guineas per cent. for the war risks. As the cargo carried in these steamers comes into the category of "conditional contraband," the steps which have been taken to watch in Japan the interests of underwriters—in the event of seizure—have considerable importance. It is of great moment to all countries, and to Great Britain particularly, that halibutgers should in all cases be compelled to prove the contraband nature of cargoes before they condemn them.

I may say, in order to avoid any misunderstanding, that when I was dealing with the liabilities of Lloyd's underwriter on steamers, the amount at risk on all for Vladivostok, the amount at risk on all steamers at sea were included—from Europe, China, and other intermediate ports, United States, Australia, &c.

Two new steamers, building for the Canadian Pacific Railway Company on the Clyde, have been insured against builders' risks for £275,000 each. Policies run for 18 months.



TELEPHONE No. 125.

## IND COOPE'S ALE

PER CASK OF 8 DOZEN PINTS... \$16.00

## BASS' LIGHT GRAVITY

PER CASK PINTS... \$18.00

## BASS' BOAR'S HEAD

PER CASK PINTS... \$26.00

## IND COOPE'S STOUT

PER CASK PINTS... \$18.50

## GUINNESS' STOUT

PER CASK PINTS... \$24.00

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

## ROBINSON

## PIANO Co. LD.

30 YEARS IN CHINA WITH

17 YEARS' EXPERIENCE, OF THE

CLIMATE OF HONGKONG.

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THE ONLY

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MADE IN HONGKONG FOR THE

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\$340 TO \$495

CASH, HIRE OR CREDIT.

ALL MATERIAL AND PARTS

SEASONED HERE

YEARS BEFORE USE.

## BABY GRANDS

FOR SMALL ROOMS WITH

TONE AND APPEARANCE OF

A FULL GRAND. \$890

HONGKONG, 23rd February, 1905.

## THEATRE ROYAL.

DALLAS-BANDMAN OPERA

COMPANY.

GRAND OPENING NIGHT,

THURSDAY, MARCH 2ND:

"A COUNTRY GIRL."

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and special business matters to the Editor. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegram Address: Press, Codes: A.B.C., 5th St. P.O. Box, 23. Telephone No. 12.

## NEW ADVERTISEMENTS

OSAKA SHOSEN KAISHA.

IT IS HEREBY NOTIFIED that during the undersigned's temporary absence from the Colony, Mr. S. HIRAI will have charge of this Office.

T. ARIMA, Manager.

Hongkong, 2nd Mar. 1905. [590]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 9th MARCH, 1905, at 12 o'clock NOON, at his SALES ROOMS, Duddell Street, The well-known

CRUISING YACHT,

"FLOVER,"

as she now lies at King's Slipway with all her Boats, Anchors, Chains and Apparatuses. Now on View.

TERMS:—As Customary.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 2nd March, 1905. [591]

## NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Rubattino United Companies.)

STEAM FOR ROMBA VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALAO, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Captain Magazzini, will be despatched as above on TUESDAY, the 14th inst., at NOON. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 2nd March, 1905. [4]

## THEATRE ROYAL.

DALLAS-BANDMANN OPERA COMPANY.

GRAND OPENING NIGHT.

THURSDAY, MARCH 2ND.

"A COUNTRY GIRL."

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February 1905 until further notice the Fares will be as follows:

KENNEDY TOWNSHIP TO POST OFFICE  
First Class ... 10 cents  
Third ... 5 cents  
POST OFFICE TO CAUSEWAY BAY OR RACE COURSE  
First Class ... 10 cents  
Third ... 5 cents  
CAUSEWAY BAY TO SHAU KWAN  
First Class ... 10 cents  
Third ... 5 cents  
The previous Table of Fares is hereby cancelled.

Pending the arrival of new Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT, General Manager.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 20th January, 1905. [416]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply any QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Connaught Road Hongkong, 18th June, 1903. [290]

THE SWATOW GRASS CLOTH SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 5th June, 1904. [216]

## MEE CHEUNG, Ice House Lane.

PHOTOGRAPHER &amp; PHOTOGRAPHIC DEALER.

HAS in Stock CAMERAS, KODAKS, FILMS and all kinds of PHOTOGRAPHIC PLATES and PAPERS. DEVELOPING and PRINTING done for Amateurs.

POST CARDS of China, Hongkong, Macao, &amp;c.

Hongkong, 4th February, 1905. [381]

## THE DIRECTORY AND CHRONICLE FOR 1905 IS NOW READY.

Complete Edition ... \$10.00  
Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## INTIMATIONS

## WANTED.

AS OFFICE ASSISTANT, a youth with knowledge of Typewriting. Apply to—  
HONGKONG & WHAMPOA DOCK CO., LD.  
Hongkong, 27th February, 1905. [548]

## WANTED.

FOR a Broker's Office, Intelligent and Reliable CLERK for Office Work. Right man can work up good position. Apply to—  
Care of Daily Press Office.  
Hongkong, 27th February, 1905. [547]

## WANTED.

BY Well-known Firm in one of the Const Ports European BOOKKEEPER and General Office ASSISTANT. Age about 25. Apply in writing, stating qualifications and salary required to—  
JOHNSON, STOKES & MASTER.  
Hongkong, 27th February, 1905. [548]

## WANTED.

IN a Lawyer's Office a COMPETENT TYPIST. Apply to—  
B. C. C.,  
Care of Daily Press Office.  
Hongkong, 25th February, 1905. [538]

## SHORTHAND.

PRIVATE LESSONS given in Pitman's Shorthand. Terms moderate. Apply by letter to—  
"J. W."  
P. O. Box 143.  
Hongkong, 10th January, 1905. [200]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday, excepted to receive and deliver perishable goods. Wm. PARLANE, Manager.  
Hongkong, 18th November, 1901. [155]

## AUCTIONS

## PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, on

TO-DAY (THURSDAY),

the 2nd MARCH, 1905, at 11 a.m., at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. West Point, (FOR ACCOUNT OF THE CONCERNED), 474 BAGS OF RICE.

TERMS:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 16th February, 1905. [554]

## PONIES! PONIES! PONIES!

THE Undersigned will hold their Annual Sale of Race Ponies by Public Roup as under:—

TO-DAY (THURSDAY),

the 2nd MARCH, 1905, at 4 p.m. at KENNEDY'S, CAUSEWAY BAY, Repository, upwards of FIFTY LOIS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 27th February, 1905. [525]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TO-MORROW (FRIDAY),

the 3rd MARCH, 1905, commencing at 2.45 p.m., at No. 26, BELLIOS TERRACE, A QUANTITY OF HOUSEHOLD FURNITURE. (Particulars from Catalogue).

TERMS:—As Customary.

On View on day of Sale.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 1st March, 1905. [582]

## PRELIMINARY NOTICE.

## PUBLIC AUCTION.

THE Undersigned has received instructions from H. H. GOMPERTZ, Esq., to Sell by Public Auction, on

SATURDAY,

the 4th MARCH, 1905, at 2 p.m., within his residence, "MARTINHOE," Barker Road, The Park, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, 1st March, 1905. [583]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 4th MARCH, 1905, at 2.30 p.m., at his SALES ROOMS, Queen's Road, A CHOICE COLLECTION OF A GREAT ASSORTMENT OF JAPANESE CURIOS.

SILK KIMONOS, JACKETS, BLOUSES, and DRESSING GOWNS.

RARE BATSUMA, FINE CLOISONNE, BRONZES and ORNAMENTS.

HANDSOME SILK EMBROIDERED SCREENS.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 28th February, 1905. [587]

## INTIMATIONS

CITY HALL.  
THE EVENT OF THE SEASON:  
THE

## DALLAS-BANDMANN OPERA CO.

Consisting of  
35 ARTISTES 35

## GRAND OPENING NIGHT.

TO-NIGHT (THURSDAY), MARCH 2ND

"A COUNTRY GIRL."

TO-MORROW (FRIDAY), MARCH 3RD

"A COUNTRY GIRL."

SATURDAY, MARCH 4TH

"A COUNTRY GIRL."

MONDAY, MARCH 6TH

Grand Production of

"THE ORCHID."

Doors open 8.30. Commence 9 p.m.

Plan at ROBINSON PIANO CO., LD.

Prices as usual.

Hongkong, 27th February, 1905. [543]

ASSOCIATION OF YORKSHIREMEN IN HONGKONG AND CHINA.

THE ANNUAL DINNER will take place at the HONGKONG HOTEL, on SATURDAY, the 18th of March. Yorkshiremen intending to be present are requested to communicate with the undersigned. As decided by the Parent Society the term "Yorkshiremen" includes the following:—

(1) A person born in Yorkshire; (2) A person of Yorkshire parentage on either side; (3) A person who is identified by residence with the County of York.

ARTHUR CHAPMAN, Hon. Secretary.  
Hongkong Club, 1st March, 1905. [579]

## A NEW DAY SCHOOL.

FOR CHINESE PUPILS will be OPENED on MONDAY, March 6th, in connection with the Young Men's Christian Association (Chinese Department) at 25, Des Vaux Road Central, Top Floor. Thorough instruction in ALL THE ENGLISH BRANCHES will be given by FIRST CLASS TEACHERS UNDER FOREIGN SUPERVISION. Central location. Rooms large and well ventilated. Rates very reasonable. Call or send for our catalogue giving full particulars. Address the Secretary as above.

Hongkong, 25th February, 1905. [534]

CHINESE YOUNG MEN, ATTENTION!

DO you want to earn more money in your present position? Do you want to get a better position? Do you want to become a more useful citizen?

There is only one way to accomplish these ends, and that is to improve your Education. There is no excuse for a young man to remain in an inferior position when, by a little effort, he can so educate himself as to be able to command a good salary. Our

NIGHT SCHOOL

will open for the Spring Session, WEDNESDAY, MARCH 1st.

Classes every night from 6.30 to 9.30 in the following subjects: ENGLISH (Beginners, Intermediate, and Advanced), MANDARIN, ARITHMETIC, GRAMMAR, BOOKKEEPING, COMMERCIAL CORRESPONDENCE, SHORTHAND, and TYPEWRITING.

A competent Chinese teacher will conduct the Beginners' English class. All the other classes (except Mandarin) will be taught by FIRST-CLASS FOREIGN TEACHERS. ENGLISH and TYPEWRITING A SPECIALTY.

Large airy rooms. Rates reasonable. For further particulars write or call—SEC. YOUNG MEN'S CHRISTIAN ASSOCIATION (Chinese Department), 25, Des Vaux Road Central.

Hongkong, 24th February, 1905. [530]

## NOTICE.

A MEETING OF HIS MAJESTY'S JUSTICES OF THE PEACE will be held at the MAGISTRACY, at 2.15 p.m., on TUESDAY, the 7th March, 1905, for the purpose of considering the following application:—

From one RICHARD FRANCIS DALY for the transfer of his Adjunct Licence to sell and retail intoxicating liquors on the premises situated at No. 51, Des Vaux Road Central, under the sign of "Owl Grill and Oyster Room," to one WALLACE ARCHIE WARD.

H. H. J. GOMPERTZ, Police Magistrate.

Magistracy, Hongkong, 20th February, 1905. [551]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On WEDNESDAY, 1st March:—From Pak-sha-wan, towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 9.30 a.m., and finishing at 11 a.m.

On FRIDAY, 3rd March:—From Sywan and Pak-sha-wan, towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, and 600 to 4,000 yards, respectively, commencing at 8.30 a.m. at Sywan and continuing at Pak-sha-wan thereafter, and finishing at 11 a.m.

If the weather is unfavourable on either of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

L. BARNES-LAWRENCE, Capt. R.N., Harbour Master, &c.

Harbour Department, Hongkong, 24th February, 1905. [552]

A. LING & CO., FURNITURE STORE, PLATED GLASS and CROCKERY WARE, &c., &c., and FOOHROW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [272]

## PUBLIC COMPANIES

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pender's Street, on MONDAY the 6th day of March 1905, at 1.30 a.m. to receive a Statement of Accounts to 31st December 1904 and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be closed from the 20th February to the 6th March, both days inclusive.

JARDINE, MATHERSON & Co., General Managers.  
Hongkong, 8th February, 1905. [414]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-SIXTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from the 24th instant, to the 9th proximo, both days inclusive.

By Order, C. PEMBERTON, Acting Secretary.  
Hongkong, 9th February, 1905. [415]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held in the CITY HALL on FRIDAY, the 10th March, at 12.15 p.m. for the purpose of receiving the report of the Directors and the statement of Accounts for the year ending 31st December, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 14th March, both days inclusive.

EDWARD OSBORNE, Secretary.  
Hongkong, 22nd February, 1905. [524]

GEO. FENWICK & CO., LD.

THE SIXTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the HONGKONG HOTEL, on SATURDAY, the 11th day of MARCH, 1905, at 11.30 a.m., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from the 8th until 11th March, both days inclusive.

By Order of the Board of Directors, W. G. WINTERBURN, General Manager.  
Hongkong, 1st March, 1905. [580]

GEO. FENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of this Company, will be held at the HONGKONG HOTEL, Victoria, Hongkong, on SATURDAY, the Eleventh day of March, 1905, at 11.45 o'clock in the forenoon, when the subjoined resolution will be proposed:—

"That Article X of the Company's Articles of Association and its marginal notes be and the same are hereby cancelled and that there be substituted therefor the following Article and marginal notes namely

Power to X. The Company in General Meeting may from time to time increase the capital by the creation of new shares of such amount as may be deemed expedient.

2. The new shares shall be issued upon such terms and conditions and with such rights and privileges annexed thereto as the General Meeting resolving upon the creation thereof shall direct and if no direction be given as the Directors shall determine.

3. Subject to any direction to the contrary that may be given by the Meeting that sanctions the increase of capital all new shares shall be offered to the parties who on a date to be named by the Meeting shall be members in proportion to the existing shares held by them and such offer shall be made by notice specifying the number of shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the shares offered the Directors may dispose of the same in such manner as they think most beneficial to the Company.

4. Except so far as is otherwise provided by the conditions of issue or by these presents any capital raised by the creation of new shares shall be considered part of the original ordinary capital and shall be subject to the provisions herein contained with reference to the payment of calls and instalments and transfer and transmission of shares and otherwise."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board of Directors, W. G. WINTERBURN, General Manager.  
Hongkong, 1st March, 1905. [581]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that all Shares in respect of which the Final Call of \$7.50 per Share has not been paid will unless the same together with Interest accrued and accruing thereon be paid at the REGISTERED OFFICES of the Company, Alexandra Buildings, Des Vaux Road Central, Victoria, Hongkong, on or before the 28th February, 1905, be liable to be forfeited.

Dated the 30th January, 1905.

JOHN D. HUMPHREYS & SON, General Managers.

## INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1904. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1897. [181]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,898,650.

I. AUTHORIZED CAPITAL... £5,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,600 0 0  
II. FIRE FUNDS... 9,856,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.  
Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.  
Hongkong 28th April, 1904. [132]

NOTICES OF FIRMS

NOTICE.

I HAVE This Day Established myself in Canton as MERCHANT and COMMISSION AGENT under the style of J. F. ECU DA SILVA & CO.

J. F. ECU DA SILVA.  
Canton, 23rd February, 1905. [564]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR. J. M. VIEIRA in the Business



# GREGOR & CO., WINE AND SPIRIT MERCHANTS. 34, QUEEN'S ROAD CENTRAL (OPPOSITE CLOCK TOWER).

OUR WHISKIES ONCE TRIED ALWAYS USED.

IMPERIAL HIGHLAND (RED TRIANGLE) AT \$16.00 PER DOZEN.  
CLUB NO. 1 (GOLD TRIANGLE) AT \$18.00 " "

## BAHADUR CIGARS. THE FAMOUS INDIAN CIGAR.

NO. 1	...	...	\$2.75 PER 100
NO. 2	...	...	\$2.50 PER 100
NO. 3	...	...	\$2.25 PER 100

### TO LET

NO. 1, STEWART TERRACE, the Peak.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904. [59]

### TO LET

TWO FIRST-CLASS SHOPS, European  
Style, in Kowloon. Possession on or  
about 31st August, 1905. Moderate Rentals.  
Nos. 2 and 4, SALISBURY AVENUE,  
Kowloon. Immediate possession. Moderate  
Rentals.  
Apply to—  
HUMPHREYS' ESTATE &  
FINANCE CO., LD.  
Hongkong, 21st June, 1904. [97]

### TO LET

NO. 1, RIFON TERRACE.  
A HOUSE IN WONG-NEI-CHONG  
ROAD, facing Iaco-course.  
FLATS IN MORRISON TERRACE, facing the  
Polo Ground.  
OFFICES in course of erection, CONNAUGHT  
ROAD (near BLAKE PIER).  
GODOWNS; PRATA EAST.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LD.  
Hongkong, 29th June, 1904. [81]

### TO LET

66, BERTHOUD, WYN, Peak Road, Wall  
Furnished Six-Roomed House, part  
use of Tennis Court, Garden and Large Fresh  
Water Swimming Bath.  
Apply to—  
H. HUMPHREYS.  
Hongkong, 18th February, 1905. [492]

### TO LET

NEW "KINGSCLERE" with Stables,  
entrances in both Kennedy and Mac-  
donnell Roads.  
For full particulars, apply to—  
LIVESTAD & DAVIS,  
Alexandra Buildings, 3rd Floor.  
Hongkong, 17th February, 1905. [478]

### TO LET

OFFICES in "Hotel Mansions," facing  
New Post Office and Hongkong Hotel.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 7th January, 1905. [180]

### TO LET

EYRIE, Unfurnished. Newly repaired,  
Painted and Coloured.  
No. 7, BELLIOS TERRACE, 1st Row.  
No. 21,  
BUNGALOW (Furnished), at New Terri-  
tory, Kowloon, 4 Rooms, low rental.  
"KELLET GREST" (Furnished), Peak,  
for 2 1/2 months from 15th April to 30th June,  
1905.  
2nd FLOOR in Central position, containing  
Four Large Rooms, Anteroom and Lavatory,  
&c., with use of Electric Lift. Well suited for  
Offices.  
No. 2, MATHESON STREET, Godown  
(Wanchai).  
Apply to—  
LIVESTAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 20th January, 1905. [39]

### TO LET

NOS. 74, CAINE ROAD.  
GODOWNS Nos. 34A, 34B, 34C, Prata East.  
Apply to—  
COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 1st March, 1905. [84]

### TO LET

OFFICE ROOMS at Nos. 12 & 14, Queen's  
Road Central (Corner House); also  
GODOWNS at Back. Can be let separately  
or wholly. Rent moderate, cheaper if the whole  
is taken on a long lease.  
SEVEN EUROPEAN HOUSES, late  
F. Blackhead & Co. and Shaw, Thomas & Co. &  
Offices. Ground Floors and Top Floors with  
Godowns can be let separately on leases.  
Apply to—  
CHUNG SHUN KO,  
12 & 14, Queen's Road Central.  
Hongkong, 24th December, 1904. [92]

### TO LET

SIX FIRST-CLASS EUROPEAN  
HOUSES in Observatory Road, Tsing  
Tee Tsoi, Kowloon. Each with Five Spacious  
Well-ventilated Living Rooms, Two Bathrooms,  
Kitchen, Garden, Tennis Courts, Servants'  
Quarters, Water, Gas, Electric Lights and  
Bells. Moderate Rental. Possession on or  
about 1st April, 1905.  
Apply to—  
ARRATTON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 10th January, 1905. [202]

### TO LET

SIX FIRST-CLASS EUROPEAN  
HOUSES in Observatory Road, Tsing  
Tee Tsoi, Kowloon. Each with Five Spacious  
Well-ventilated Living Rooms, Two Bathrooms,  
Kitchen, Garden, Tennis Courts, Servants'  
Quarters, Water, Gas, Electric Lights and  
Bells. Moderate Rental. Possession on or  
about 1st April, 1905.  
Apply to—  
ARRATTON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 10th January, 1905. [202]

### TO LET

FOR SALE AND TO LET.  
FINE BUILDING SITES for Sale in  
Wanchai Road; also GODOWN To Let.  
Cheap.  
Apply to—  
THE ROBINSON PLANO CO., LD.  
Hongkong, 19th February, 1905. [272]

TO LET, FURNISHED.  
For One Year from 15th April.

AN EIGHT-ROOMED HOUSE, Wall  
Furnished, in good situation with fine  
View of Harbour, Garden and Large Croquet  
and Tennis Lawn and Good Stabling.  
For further particulars, apply to—  
Care of Daily Press Office.  
Hongkong, 11th February, 1905. [432]

ONE FURNISHED ROOM in private  
family, with or without Board.  
Apply—  
T. Z.,  
Care of Daily Press Office.  
Hongkong, 28th February, 1905. [566]

TO LET.  
SEMI-DETACHED HOUSE in Robinson  
Road, Kowloon.  
Apply to—  
Mr. HENRY HUMPHREYS,  
HUMPHREYS' ESTATE AND  
FINANCE CO., LD.  
Hongkong, 25th February, 1905. [539]

TO LET—From 1st March Next.  
A FOUR-ROOMED HOUSE in Kowloon  
with joint use of Tennis Court.  
Apply to—  
Care of Daily Press Office.  
Hongkong, 19th January, 1905. [266]

BOARD AND RESIDENCE.  
MRS. GILLANDEBS  
"GLENWOOD."  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [2265]

PENSION FRANCAISE  
AND RESTAURANT.  
49, PORTINOR STREET,  
TENUE PAR MME. I. GUIOU.  
FIRST-CLASS COOKING BY A FRENCH COOK.  
Terms: \$3.50 per day.  
Reduced Terms for an Extended Stay.  
Hongkong, 13th January, 1905. [23]

"TANG YUEN."  
BOARDING ESTABLISHMENT.  
European Supervision. Excellent Cuisine  
and Accommodation.  
Apply—  
MANAGERESS,  
Macdonnell Road  
or  
FAIRALL & CO., Queen's Road  
Hongkong, 2nd March, 1905. [61]

BOARD AND RESIDENCE.  
COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHESON,  
2, Peddars Hill.  
Hongkong, 1st January, 1905. [182]

HIRANO WATER.  
THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING.  
THE LEADING MINERAL WATER OF THE EAST.  
Bottled in Japan by H. E. RYNNELL & Co.  
BEWARE OF JAPANESE IMITATIONS.  
F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [363]

SUN FAT CO.  
MANUFACTURERS AND DEALERS IN  
LADIES' AND CHILDREN'S  
UNDERWEAR,  
EMBROIDERIES, LACES, SILKS, PONGEES,  
GRASS LINEN, SHAWLS, HANDKERCHIEFS,  
BLANKETS, TRUNKS,  
EBONY FURNITURE AND FANCY GOODS.  
No. 82, QUEEN'S ROAD CENTRAL.  
Any Order Promptly Attended To.  
Hongkong, 12th January, 1905. [22]

AUTOMATIC MAUSER  
PISTOLS.  
CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS IN 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1900. [32]

## THE INCORPORATION OF CHEFOO.

Chefoo feels deeply the chaotic and forlorn  
position in which she continues to exist, for  
want of a constitution and a Municipal Council.  
There is hardly another port on the China  
coast, certainly not of the same importance,  
that has not got self-government for the foreign  
residents with a municipal establishment, with-  
out which it is very difficult to introduce and  
maintain the ordinary amenities of modern  
civilization. The war has greatly retarded the  
progress of Chefoo, and not only has the  
tonnage of shipping calling there increased very  
largely, but a great deal of this increase is likely  
to be permanent. The site occupied by  
foreigners, a hilly little peninsula with a strip  
of beach on which there are some foreign  
houses, is very much confined, and the  
native town, however so fast that the foreign  
quarter has no opportunity for expansion.  
To make Chefoo what it should be, a  
municipality is urgently required with an active  
secretary. There is a General Purposes Com-  
mittee, or "G.P.C.," as it is called, which is a  
voluntary organization supported by contribu-  
tions, which makes tentative efforts at policing,  
lighting, road-making, etc. What improve-  
ments Chefoo has are due to the G.P.C., and  
those who constitute and contribute to it  
deserve praise and gratitude; but what is  
wanted is a legally constituted municipality  
with the right to tax the evil and the good, the  
just and the unjust, and to raise enough by  
taxation to ensure the making of good roads,  
the enforcement of sanitary regulations, the  
proper policing and lighting, the general  
maintenance of good order and civilization,  
the construction of good drains, the provision of  
drainage, with the enforcement of proper  
regulations, is one of the most important points  
in a Settlement which is being cramped by the  
extension of the Chinese town, and which was  
once the sanitarium of North and Central China.  
The establishment of a municipality at  
Chefoo was well in hand before the Boxer  
troubles, but the upheaval in 1900 put an end  
for the time to the negotiations that were going  
on, and that have now been energetically re-  
sumed, backed by the spirited action of the  
Chefoo Daily News. Foreign residents of all na-  
tionalities are practically unanimous in desiring  
the change, and it is understood that while the  
temperature of the Foreign Consuls is at various  
heights there is none who is actually cold in his  
regard to the scheme. The Diplomatic circle in  
Peking with whom the decision rests will doubt-  
less pay attention to the wishes of their national-  
ities, but they will probably be guided by  
the reports of the Consuls, so that it is most  
important to secure the adherence of the latter  
to the scheme. There have, of course, been  
rumours that Germany has an eye to the  
ultimate extension of her influence over the  
whole province of Shantung, and therefore does  
not want to be embarrassed at some future time  
by the existence of an International Settlement  
at Chefoo, and she is not disposed to give her  
assistance to any step that would make Chefoo  
a more formidable rival to her own port.  
Tientsin; but there is no reason to suppose  
that there are more than rumours. Tientsin,  
with its railway communication with the interior  
of Shantung, has secured much advantage, and  
it has little now to fear from the rivalry of  
Chefoo; and England, the United States,  
and Japan have bonded themselves so firmly  
to resist any further disintegration of  
China, that it is not worth Germany's while  
to make Shantung a German colony. There  
are many reasons why Shantung should be  
especially interested in the endeavor of Chefoo  
to take her place among the international  
municipalities in China, and we thoroughly  
sympathize with the efforts the Chefoo folk are  
making, and wish them every success. If they  
keep up those efforts success is certain, for  
the democratic principle, the cause of the  
government of the people by the people for  
the people is always making progress, even in  
Russia, and Peking cannot shut its eyes to the  
success that international municipalities  
everywhere achieved in China.—N.C. Daily News.

A LONG SENTENCE AT MANILA.  
At Manila on the 21st inst. Major P. de L.  
Carrington, U.S.A., charged with falsification  
of public documents, was sentenced by Judge  
Swenson to 40 years' hard labour in Bilibid.  
The Major was tried on five separate charges  
and given 12 years 1 day in each case, making  
60 years 5 days in all. This was reduced to 40  
years' imprisonment as the law did not provide  
for more than 40 years' punishment for such a  
crime. In each individual case the minimum  
sentence provided by the Spanish law was 20  
years. Had it been the case, the unreduced sentence  
would have been considerably over  
100 years' imprisonment.  
Major Carrington was entrusted with some  
7,000 pesos with which to purchase various arti-  
cles to furnish the Filipino house at the St.  
Louis Exposition. In making out the vouchers  
for the expenditure of the money the Major was  
found guilty of recording certain articles which  
were never purchased, and of using the names  
of persons who were not connected with the  
transaction. In all it is claimed that the  
prosecuting attorney's office, he was short some  
2,800 pesos.  
It is not at all improbable, judging by past  
experiences, that Major Carrington will, in a  
few months, be quietly sent to America on a  
transport and left for good. Of course, of course,  
no entry to the Island of Iloilo, Attorney W. J.  
Bolde, who represented Major Carrington  
during his trial, says that he will appeal the case  
to the supreme court of Manila and if necessary  
to the supreme court of the United States.

A COSSACK RAID INTO NEUTRAL  
TERRITORY.  
The N.C. Daily News says:—We translate  
the following from a private letter written by a  
Chinese trader at Hsinmintun. "On the 1st  
February a body of over 1,000 mounted Russians  
coming from Tieling, a fortified Russian post  
forty miles north of Mukden, suddenly entered  
the town of Fakumen, which is situated well  
inside the neutral line, and forcibly inhibited  
themselves upon the unwilling inhabitants for  
the night. Hearing, however, of the unwelcome  
proximity of Hungtze, the raiders encamped  
next morning on a neighbouring height for fear  
of attack by the Hungtze. The following day  
(Chinese New Year's Eve) hearing that the  
Cossack raiders were preparing to attack them,  
the Cossack raiders swooped down upon the unfor-  
tunate Fakumens and carried off everything  
valuable that had been prepared by the residents  
for the celebration of their New Year's Festival.  
In fact, not a single family or shop in that  
town escaped the Cossacks who even went  
so far as to leave not a single stable thing  
behind them when they fled from the ap-  
proaching Hungtze. Anything that could  
not be carried away these ruthless visitors  
wantonly destroyed."

## THE CHING-HAN RAILWAY.

This important railway, now nearing comple-  
tion, is bound to become a strong factor in the  
opening of the interior of China. Starting  
from the Imperial Palace in the Capital, it is  
constructed right through the centre of the  
great plain to the city of Hankow, the great  
growing emporium on the Yangtze river. It  
passes three provinces (Chihli, Honan, Hupoh)  
and four prefectural cities of Peking and Shuntai  
in Chihli; Changto and Wuhai in Honan.  
From Peking to the Yellow River the track is  
620 kilometres and from the Yellow River to  
Hankow 515.5 or nearly 1,200 miles to the whole  
route. For the most part the country covered  
is uniformly flat and no engineering difficulty  
of any consequence had to be faced, but on the  
boundary between the provinces of Honan and  
Hupoh the line had to be carried in a serpentine  
course over a very low mountainous district, con-  
taining some of the finest scenery in China.  
The highest ridge is tunnelled. There is also a  
short tunnel on the south bank of the Yellow  
River at the approach to the bridge, which is  
now being rapidly built. This structure will  
be 3.3 kilometres in length and about 20 metres  
in height—six above water line.  
There are 102 spans (or arcs), but not of  
equal dimensions. Altogether twenty-two are  
completed from the south and ten from the  
north side. It is expected that the work will  
be finished in about five months. There is a  
staff of fifty European engineers and over 3,000  
Chinese workmen employed, and the work is  
being rapidly pushed forward. An installation  
of electric light is being erected and work will  
go on day and night. The track is of the  
strength of the current, and the breadth and  
nature of the stream, make the bridging of  
"China's Sorrow" a magnificent engineering  
project. No caissons are built, but screw piles  
are driven by machinery, right down beneath  
the scour of the bed. When it is known that  
the depth of the main current is ten metres;  
that in flood it is no rock found in the river,  
the difficulty and nature of the bridging  
task may be appreciated. The united wisdom  
of Belgian, French, Austrian, Italian, and  
British engineers—for those nationalities are  
all represented on the staff—ought to surmount  
all obstacles and overcome all difficulties. The  
main effort has been taken across the treacherous  
current about 8,000 tons of bridge material to  
the north bank in one month. The company  
put on a steam launch, but she disappeared in  
the eddies, leaving not a wreck behind.  
It is interesting to know the actual time of  
travel between Peking and Hankow under pre-  
sent conditions. There are passenger trains  
being run and tickets issued on the north side  
to Chefoo, Chingchi, and on the south side  
from Hankow to Hsinmintun. The interven-  
ing actions north and south of the Yellow  
River have the rails laid right to the bridge  
on both sides, and construction and ballast trains  
run at frequent intervals. Starting then from  
Peking, the first day's journey takes one to  
Shuntai, the second day to Changfeng (or if  
you are fortunate to catch a construction train  
to Hsinmintun), the third day to Hsinmintun,  
the fourth day to the Yellow River, the  
fifth day to Chingchi, the sixth day to Hankow,  
the seventh day to Hsinmintun and the eighth  
day to Hankow. With better luck in connec-  
tion five or six days ought to suffice. Anyone  
proposing to make the trip either way ought  
to provide himself with (1) an official permit,  
(2) sufficient bedding and stores for six or eight  
days, (3) a Chinese servant, (4) patience to  
negotiate the crossing of the Yellow River and to  
encounter the discomfort of Chinese inns en route.  
He will find the officials and engineers are out-  
riggered by their duties, but conspicuously  
civil and ready to facilitate the traveller's pro-  
gress. In a few more months the service will  
be accelerated and the journey from Peking to  
Hankow will be easily accomplished in four  
days. What is open this Yangtze port will be easily within  
ten days' travel from the capital. Thus the  
branch lines will further extend this artery of  
communication to other provinces. At Chienou  
(20 miles south of Chingchi) a narrow gauge  
line is being built to Taiyuan, the capital of  
Shansi. Fifty kilometres of roadway have been  
made and construction trains are running  
towards Hankow. From Chingchi in Honan  
towards Hankow, Belgian engineers have been at  
work for over three months on the line from  
Kaisongin the capital to Hsinmintun, the  
great city of the west. North of the Yellow  
River the Ching-Han line also crosses the  
Peking-Sympie's short line. Other  
branches east and west are being surveyed  
for mining and other purposes. Altogether  
the Ching-Han railway is a conspicuous  
outcome of the energy of the engineers and the  
enterprise of the Company. The rapid  
taking by crowned with success and enrich the  
commonwealth of the country.—N.C. Daily News.

THE "NATIVE NOTES" writer of our Shanghai  
contemporary says:—  
The failure of several of the principal  
Cantonese-owned Banks in these Settlements  
was caused by the sudden withdrawal of the  
capital of some of the largest shareholders in  
them at a critical moment, when according to  
custom from time immemorial there should have  
been plenty of hard cash in the vaults to meet  
up accounts and tide over the last few days of  
the closing year. These failures were there-  
fore, as may be seen, entirely due to fortuitous  
circumstances and not through the exigencies  
of what amongst business men would be termed  
"a bad year." Since then, we have learned  
failures of the Cantonese Banks here were  
really the exception to the general rule,  
for no other native banks locally took  
money. A native correspondent who has  
a turn for statistics sends a list of the  
best-known native banks in Shanghai and  
the approximate amounts which stood to  
the credit of each at the close of the  
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of the largest and best-known in native financial  
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Yu Banks each of which made Tls. 45,000; the  
Yung Tai, Sheng Tai, and eight other banks  
made about Tls. 3,000 each; the Chih Tai,  
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After paying all expenses, the An Kung, Li  
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AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong 28th November, 1902. [245]

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SHIPPERS.  
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LAURE WEGENER & CO.,  
Sole Agents.  
Hongkong, 18th May, 1903. [21]

MAIL TABLES  
FOR 1905.  
Showing the dates of departure of the Mails  
to Europe and America, and the dates of their  
expected arrival at their destinations, as well as  
the dates of departure of the Mails from Europe  
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Magazine has evoked is eloquent testimony of  
the sterling merit of the publication.

GARRISON ORDERS.  
HEAD QUARTERS,  
HONGKONG, 1st March, 1905.  
GARRISON ORDERS.—Orders.—No. 1. Orders  
were not published yesterday.  
Arrival.—No. 2. 2nd Lieut. L. C. Larmour  
88 Company Royal Garrison Artillery arrived on  
the 27th ultimo per s.s. Namsang from India  
on return from leave.  
Leave.—No. 3. Leave of absence to England  
on private affairs has been granted to Lieut.  
O. Y. Hibbert 2nd Royal West Kent Regiment  
from 15th March 1905 to 14th December 1905.  
Attachments.—No. 4. The following will be  
attached as under from 1st March 1905 in relief  
of B.A.M.C. who return to Military Hospital  
Victoria for No. 16995 Pte White,  
B.A.M.C. to R.G.A. Stationers for Stations  
and Quarters. No. 16862 Pte Short, R.A.M.C.  
to R.G.A. Lyman for Rations and Quarters.  
Gun Practice.—No. 5. Gun Practice will be  
carried out as under:—Stations East in a  
Westerly direction by No. 83 Company, R.G.A.  
on Wednesday 8th March 1905 commencing  
at 9 a.m. and finishing about 11 a.m. Launch  
will leave Murray Pier at 8.15 a.m.  
(i) Pak-sha-wan towards Junk Bay by No. 3  
and 4 Cos., K.H.S.B.G.A. on Friday 10th  
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Lyman towards Mainland, N.E. of Junk  
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Launch will leave Murray Pier at 8.45 a.m.  
Preserved Meat.—No. 6. The issue of preserved  
meat is discontinued until further orders.  
By Order  
A. A. CHICHESTER, Major,  
Chief Staff Officer.

THEATRE ROYAL.  
DALLAS-BANDMANN OPERA  
COMPANY.  
GRAND OPENING NIGHT,  
THURSDAY, MARCH 2ND  
"A COUNTRY GIRL."

## SHANGHAI NATIVE BANKERS.

The "Native Notes" writer of our Shanghai  
contemporary says:—  
The failure of several of the principal  
Cantonese-owned Banks in these Settlements  
was caused by the sudden withdrawal of the  
capital of some of the largest shareholders in  
them at a critical moment, when according to  
custom from time immemorial there should have  
been plenty of hard cash in the vaults to meet  
up accounts and tide over the last few days of  
the closing year. These failures were there-  
fore, as may be seen, entirely due to fortuitous  
circumstances and not through the exigencies  
of what amongst business men would be termed  
"a bad year." Since then, we have learned  
failures of the Cantonese Banks here were  
really the exception to the general rule,  
for no other native banks locally took  
money. A native correspondent who has  
a turn for statistics sends a list of the  
best-known native banks in Shanghai and  
the approximate amounts which stood to  
the credit of each at the close of the  
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## SHIPPING.

## ARRIVALS.

ANDROMEDA, British ship, 1st Mar., from  
Mitsui.  
B. BJORNSON, Norwegian ship, 7th Mar., 1st  
March, from 25th Feb., General.  
Osaka, Shosen Kaisha.  
HAINAN, British ship, 23rd Mar., 1st March,  
from 25th Feb., General.  
Douglas Lapaik & Co.  
HONGKONG, French ship, 742, A. Suzzoni, 1st  
Mar., from Hongkong and 25th Feb., Rice  
and Flour, A. R. Mart.  
PRINZ REGENT LUITPOLD, German ship, 3,919,  
H. Kitchner, 1st March, from Bremen 19th  
Jan. and Singapore 25th Feb., Mails and  
General, Melchers & Co.  
THOMAS, Norwegian ship, 1,269, Thomassen, 1st  
March, from Oslo via Moji 22nd February,  
General, Chinese.  
ZOOBASTER, British ship, 2,016, Evans, 1st Mar.,  
from 22nd Feb., Coal, Hoadley & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE  
25th February.  
Derwent, British ship, for Saigon.  
Haden, British ship, for Swatow.  
Monsieur, British ship, for Shanghai.  
Yuenning, British ship, for Amoy.

## DEPARTURES.

1st March.  
APENADE, German ship, for Beitow.  
CHANGHAI, British ship, for Amoy.  
CHINE, British ship, for Canton.  
FLAMINGO, British ship, for Yokohama.  
HAN-SANG, British ship, for Canton.  
OCEANIC, British ship, for Shanghai.  
PITCHAMUN, German ship, for Bangkok.  
PROFIT, Norwegian ship, for Bangkok.  
SACHSSEN, German ship, for Europe.  
SUEVIA, German ship, for Kobe.  
THOMPSON, German ship, for Cebu Ports.  
YIKSANG, British ship, for Shanghai.

## VESSELS IN DOCK.

1st March.  
ABERDEEN DOCK.—  
Kowloon Dock.—  
Consolidated Dock.—  
Goodwin.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND POOCHOW.  
THE Company's Steamship

"HAINAN."  
Captain Beech, will be despatched for the above  
ports 10 A.M., 2nd March, at 9 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAPAIAK & CO.,  
General Managers.

Hongkong, 27th February, 1905. [566]  
IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD,"  
of the Norddeutscher Lloyd,  
Capt. H. Kitchner, will leave for the above  
places TO-DAY, the 2nd inst., at Noon.  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 2nd March, 1905. [5]  
FOR SHANGHAI AND CHINKIANG.

THE Steamship

"KOWLOON."  
Captain C. Stehr, will be despatched for the above  
ports TO-DAY, the 2nd March, at 4 P.M.  
For Freight, apply to  
SIEMSEN & CO.,  
Agents.

Hongkong, 28th February, 1905. [568]  
DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAINAN."  
Captain Robson, will be despatched for the above  
port TO-MORROW, 3rd inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAPAIAK & CO.,  
General Managers.

Hongkong, 1st March, 1905. [585]  
FOR NAGASAKI, MOJI, KOBE AND  
YOKOHAMA.

THE Bucknall Line Steamship

"BAROTSE."  
Captain Lee, will be despatched for the above  
ports TO-MORROW, the 3rd March, at Noon.  
For Freight, apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 28th February, 1905. [569]  
BRITISH-INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship

"PUNDUA."  
Captain R. P. Thomson, will be despatched as  
above on SUNDAY, the 5th March, at Day-  
light.  
For Freight or Passage apply to  
JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 28th February, 1905. [576]  
FOR MARSEILLES, LONDON AND  
ANTWERP, via SINGAPORE, PENANG,  
COLOMBO AND PORT SAID.

THE Bucknall Line Steamship

"BARALONG."  
Captain H. G. Roberts, will be despatched as  
above on MONDAY, the 6th March, at 4 P.M.  
For Freight, apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 28th February, 1905. [570]  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUENOT-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"TOURANE."  
will be despatched for the above ports on or  
about MONDAY, the 6th March.  
For Freight or Passage, apply to  
L. BRIDOU,  
Acting Agent.

Hongkong, 28th February, 1905. [2]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to East Yard.  
4. From East Yard to Naval Yard.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 1st inst.
LONDON & ANTWERP	BENGAL	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	On 11th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	MERTONTHORPE	Brit. str.	—	C. H. Burch	BUTTERFIELD & SWIRE	About 20th inst.
AMSTERDAM, LONDON & ANTWERP	SMITH	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP	MACHAO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
MARSEILLES, LONDON & ANTWERP, &c.	KAIOW	Brit. str.	—	H. G. Roberts	NIPPON YUSEN KAISHA	On 25th April.
MARSEILLES, LONDON & ANTWERP, &c.	BARALONG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 6th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	CALEDONIAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 7th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	RENNANIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 18th inst.
MARSEILLES, LONDON & ANTWERP, &c.	PRINCESS ALICE	Brit. str.	—	—	MESSAGERIES MARITIMES	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	ALESIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 9th inst.
MARSEILLES, LONDON & ANTWERP, &c.	SAMBIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 4th April.
MARSEILLES, LONDON & ANTWERP, &c.	SUEVIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 18th April.
MARSEILLES, LONDON & ANTWERP, &c.	SILVIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 2nd May.
MARSEILLES, LONDON & ANTWERP, &c.	SLAVONIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 16th May.
MARSEILLES, LONDON & ANTWERP, &c.	SEGOWIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 15th inst.
MARSEILLES, LONDON & ANTWERP, &c.	PRINCESS ALICE	Brit. str.	—	—	MESSAGERIES MARITIMES	On 20th April.
MARSEILLES, LONDON & ANTWERP, &c.	ACHILLES	Brit. str.	—	—	MESSAGERIES MARITIMES	On 10th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ANALUSIA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 7th inst.
MARSEILLES, LONDON & ANTWERP, &c.	DOUGLAS CASTLE	Brit. str.	—	—	MESSAGERIES MARITIMES	On 9th April.
MARSEILLES, LONDON & ANTWERP, &c.	INDIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	EMERALD	Brit. str.	—	—	MESSAGERIES MARITIMES	On 15th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ATHENIAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 24th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ORFEO	Brit. str.	—	—	MESSAGERIES MARITIMES	On 15th inst.
MARSEILLES, LONDON & ANTWERP, &c.	MINNESOTA	Brit. str.	—	—	MESSAGERIES MARITIMES	About 16th inst.
MARSEILLES, LONDON & ANTWERP, &c.	ARAGONIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 10th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, &c.	EASTERN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	CHANGSHA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 14th inst.
MARSEILLES, LONDON & ANTWERP, &c.	P. S. S. S. S.	Brit. str.	—	—	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, LONDON & ANTWERP, &c.	PRINCESS ALICE	Brit. str.	—	—	MESSAGERIES MARITIMES	On 6th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	ICHANG	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst.
MARSEILLES, LONDON & ANTWERP, &c.	HANTANG	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst.
MARSEILLES, LONDON & ANTWERP, &c.	KOWLOON	Brit. str.	—	—	MESSAGERIES MARITIMES	On 6th inst.
MARSEILLES, LONDON & ANTWERP, &c.	P. H. LUTFOLD	Brit. str.	—	—	MESSAGERIES MARITIMES	On 4th inst.
MARSEILLES, LONDON & ANTWERP, &c.	KWONGSANG	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th inst.
MARSEILLES, LONDON & ANTWERP, &c.	TOURANE	Brit. str.	—	—	MESSAGERIES MARITIMES	On 6th inst.
MARSEILLES, LONDON & ANTWERP, &c.	TAIWAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst.
MARSEILLES, LONDON & ANTWERP, &c.	PUNDA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 5th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, &c.	B. BJORNSON	Brit. str.	—	—	MESSAGERIES MARITIMES	On 5th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, &c.	FRITHJOF	Brit. str.	—	—	MESSAGERIES MARITIMES	On 12th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, &c.	DEOIMA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 8th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, &c.	HAITAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 4th inst.
MARSEILLES, LONDON & ANTWERP, &c.	HAINAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 4th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP, &c.	CHIRLI	Brit. str.	—	—	MESSAGERIES MARITIMES	On 7th inst.
MARSEILLES, LONDON & ANTWERP, &c.	TEAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP, &c.	BUBI	Brit. str.	—	—	MESSAGERIES MARITIMES	About 18th April.
MARSEILLES, LONDON & ANTWERP, &c.	TEBOMT	Brit. str.	—	—	MESSAGERIES MARITIMES	On 16th inst.
MARSEILLES, LONDON & ANTWERP, &c.	KATONG	Brit. str.	—	—	MESSAGERIES MARITIMES	About 1st inst.
MARSEILLES, LONDON & ANTWERP, &c.	TIJANAP	Brit. str.	—	—	MESSAGERIES MARITIMES	On 7th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	NAMSANG	Brit. str.	—	—	MESSAGERIES MARITIMES	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	ISCHIA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 14th inst., at Noon.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, Oporto, LIVERPOOL, GLASGOW, THEISTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAVE, ANTWERP and HAMBURG	ALESIA	Brit. str.	—	—	—	On 2nd Mar. Freight.
HAVE, BREMEN and HAMBURG	SAMBIA	Brit. str.	—	—	—	On 9th Mar. Freight.
MARSEILLES, HAVE and HAMBURG	RHENANIA	Brit. str.	—	—	—	On 18th Mar. Freight & Passengers.
HAVE and HAMBURG	SUEVIA	Brit. str.	—	—	—	On 4th April. Freight.
HAVE and HAMBURG	SILVIA	Brit. str.	—	—	—	On 18th April. Freight & Passengers.
HAVE and HAMBURG	SLAVONIA	Brit. str.	—	—	—	On 2nd May. Freight & Passengers.
HAVE and HAMBURG	SEGOWIA	Brit. str.	—	—	—	On 16th May. Freight.
HAVE and HAMBURG	ODESSA	Brit. str.	—	—	—	On 10th May. Freight.
NEW YORK via SUEZ	NUBA	Brit. str.	—	—	—	On 9th April. Freight.

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following charters steamers will run at intervals of about 3 weeks:—

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
TO DURBAN, NATAL	S.S. "INKUM"	—	—	Captain E. S. Pearce	—	—
TO DURBAN, NATAL	S.S. "SEALDA"	—	—	Captain Geo. Brown	—	—
TO DURBAN, NATAL	S.S. "LOTHIAN"	—	—	Captain J. C. Williamson	—	—
TO DURBAN, NATAL	S.S. "SOFALA"	—	—	Captain G. A. Sheppard	—	—
TO DURBAN, NATAL	S.S. "INDRAVELLI"	—	—	Captain E. Collington	—	—
TO DURBAN, NATAL	S.S. "COURTFIELD"	—	—	Captain J. W. Martin	—	—
TO DURBAN, NATAL	S.S. "SWANLEY"	—	—	Captain J. P. Dawson	—	—
TO DURBAN, NATAL	S.S. "KIBAL"	—	—	Captain W. Steele	—	—
TO DURBAN, NATAL	S.S. "ASCOT"	—	—	Captain G. E. Cox	—	—
TO DURBAN, NATAL	S.S. "SIRKE"	—	—	Captain J. Rowley	—	—
TO DURBAN, NATAL	S.S. "INKULA"	—	—	Captain Doan	—	—
TO DURBAN, NATAL	S.S. "CATHERINE PARK"	—	—	Captain Copp	—	—

For Freight, apply to  
GIBB, LIVINGSTON & CO.,  
AGENTS.

Hongkong, 10th February, 1905. [19]

## GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE  
NORTHERN PACIFIC AND GREAT NORTHERN RAILWAY  
OF UNITED STATES, AMERICA.

FOR  
SEATTLE.

VIA  
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Magnificent New Twin-screw Steamship

"MINNESOTA."

Tons 20,718 Gross Reg. Capacity 28,000 Tons.  
(J. H. RINDER, COMMANDER).

Will sail on or about  
THURSDAY, 16th MARCH.

Conveying FREIGHT at through rates to INTERIOR POINTS U.S.A., NEW YORK  
and CANADA; also PASSENGERS to the UNITED STATES, EUROPE, &c.  
This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS; equipped  
with LIBRARY, MUSIC, SMOKE ROOMS, NURSERY, STEAM LAUNDRY, &c.  
Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo.  
PARCELS carried at low rates to all points of U.S.A. in connection with the Northern  
Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to  
GEO. SUTHERLAND, NIPPON YUSEN KAISHA,  
GENERAL TRAFFIC MANAGER. AGENTS.

Hongkong, 1st March, 1905. [539]

## OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
SWATOW	TAMSAI	Brit. str.	—	—	—	On 5th Mar. Freight.
SWATOW	AMOI	Brit. str.	—	—	—	On 5th Mar. Freight.
SWATOW	AMOI	Brit. str.	—	—	—	On 5th Mar. Freight.
SWATOW	AMOI	Brit. str.	—	—	—	On 5th Mar. Freight.

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal services. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply to the Company's local Branch Office  
at No. 8 Des Vaux Road Central,  
Hongkong, 27th February, 1905. T. ARIMA, Manager. [14]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN  
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	15th March
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	29th March
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	12th April
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	26th April
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	10th May
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	24th May
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	7th June
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	21st June
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	5th July
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	19th July
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	2nd August
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	16th August
PRINZESS ALICE	PRINZESS ALICE	—	—	—	—	30th August

ON WEDNESDAY, the 15th day of MARCH, 1905, at Noon, the Steamship  
PRINZESS ALICE, Captain P. Wotkin, with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.  
Shipping Orders will be granted till Noon on MONDAY, the 13th March. Cargo and  
Specie will be received on Board until 5 P.M., on T



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ANTENOR"	On 5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 10th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 13th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 16th March.
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL	"KAISOW"	On 25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 28th March.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 15th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	On 24th March.

For Freight, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 13th February, 1905.

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# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIEN- TSIN	"CHIHLEI"	On 4th March.
CHEFOO and NEWCHWANG	"HANYANG"	On 5th March.
MANILA	"TEAN"	On 7th March.
NEWCHWANG	"ICHANG"	On 8th March.
NINGPO and SHANGHAI	"TAIWAN"	On 8th March.
FOOT LAKE, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 14th March.
CEBU and ILOILO	"KAIFONG"	On 16th March.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 28th February, 1905.

[11]

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
via  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
PLEIADES	3,753	F. G. Purington	Wednesday, March 15th
SHAWMUT	3,806	E. V. Roberts	Thursday, April 13th
TREMONT	3,806	T. W. Gorlick	Saturday, May 6th
LYRA	4,417	G. V. Williams	Monday, May 15th

† Cargo only.

## FOR MANILA.

The largest, sturdiest, and most comfortable steamers for Manila.

TREMONT	3,806 tons.	T. W. Gorlick	About 18th April.
LYRA	4,417 tons.	G. V. Williams	About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 20th February, 1905.

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# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	FORMOSA	About 1st March	Freight and Passage.

YOKOHAMA via SHANGHAI, MOJI and KOBE	MANILA	Noon, 6th March	Freight and Passage.
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LONDON, &c.	BENGAL	Noon, 11th March	See Special Advertisement.
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SHANGHAI	KURIA	About 11th March	Freight and Passage.
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For further Particulars, apply to—

**E. A. HEWETT,**  
Superintendent.

Hongkong, 27th February, 1905.

[1]

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR SHANGHAI via SWATOW "KWONGSANG" Wednes, 3rd Mar., Noon.  
\* SINGAPORE, PENANG & CALCUTTA "NAMSANG" Tues, 7th Mar., 3 P.M.  
\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Choofo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 29th February, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 8th Mar.  
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 15th Mar.  
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 25th Mar.  
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 1st April.  
R.M.S. "TABTAR" 4,425 Tons. WEDNESDAY, 26th April.  
Hongkong to London, 1st Class, via St. Lawrence 200. via New York 262.  
Intermediate on Steamers, "240." "240." "240."

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TABTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

**D. W. CRADDOCK,** Acting General Agent

Hongkong, 15th February, 1905.

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# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

PORTLAND, OREGON  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARAGONIA"	5,193	Schmidt	March 10th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Bremer	April 20th, 1905.
"ABADIA"	4,483	Baile	May 11th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

**ALLAN CAMERON, GENERAL AGENT.**

Hongkong, 15th February, 1905.

[3]

## NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA.

FOR BRISBANE, SYDNEY AND MEL-  
BOURNE via NEW GUINEA.

THE Steamship

"PRINZ SIGISMUND."

Captain D. Lenz, will be ready to load for the  
above places on MONDAY, the 6th March.

The Steamship is especially fitted for Passengers  
and is installed throughout with the Electric  
Light.

A duly qualified Surgeon and Stewardess are  
carried.

For Freight or Passage, apply to

**NORDEUTSCHER LLOYD,**  
MELBURN & CO.,  
Agents.

Hongkong, 21st February, 1905.

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## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BAFARIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL."

Captain G. Phillips, carrying His  
Majesty's Mails, will be despatched from this  
Bombay on SATURDAY, the 11th March,  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. "Oceana" 6,310 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London.

Other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Persia," due in  
London on the 22nd April 1905.

Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.

For further particulars, apply to

**E. A. HEWETT,**  
Superintendent.

Hongkong, 27th February, 1905.

[1]

## "SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain C. H. Burch, Commander, will be  
despatched for the above ports on or about  
MONDAY, the 20th March.

This steamer has superior accommodation for  
passengers.

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 27th February, 1905.

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## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with Indo-  
China Steam Navigation Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for Cape Ports every fortnight.  
For Freight and further particulars,  
apply to

**DODWELL & CO., LIMITED.**

General Agents for China and Japan.

Hongkong, 27th August, 1904.

[1]

KWANGLOO, Chinese str., 1,474, B. Lincoln  
22nd February, Shanghai 19th February,  
General—Chinese.  
KWONGSANG, British str., 1,428, W. P. Baker,  
28th Feb., Shanghai 10th Feb. and Swatow  
25th, General—Jardine, Matheson & Co.  
LOTHIAN, British str., 3,711, J. C. Williamson,  
12th Feb., Port Natal 15th Jan.—Dodwell  
& Co.  
MACQUARIE, British str., 2,440, St. John  
George, 14th Jan., Moji 9th Jan., Coal—  
Gibb, Livingston & Co.  
MONTROSE, British str., 2,843, Glegg, 27th  
February, Liverpool 11th Jan., General—  
Dodwell & Co.  
NAMSANG, British str., 2,591, G. Payne, 27th  
Feb., Calcutta via Straits 12th Feb.,  
General—Jardine, Matheson & Co.  
OOPACK, British str., 2,517, J. Barber, 28th  
February, Singapore 22nd February,  
General—Butterfield & Swire.  
OSCAR II., Norwegian str., 2,000, B. Olsen,  
16th Feb., put back, General—M. B.  
Kishia.  
PEIK, Norwegian str., 794, Lorenson, 24th  
Feb., Newport 2nd Jan., Coal—Order.  
PRITCHARD, German str., 1,373, G. Hillmann,  
18th Feb., Bangkok 10th Feb., Rice and  
Wood—Butterfield & Swire.  
POLLY, Norwegian str., 761, C. Lorenson,  
Sourabaya 24th Jan., Sugar—Chinese.  
PROFIT, Norw. str., 710, Olsen, 23rd Feb.,  
Bangkok 15th February, Rice—Hamburg  
Amerika Linie.  
PROGRESS, German str., 682, F. Bremer, 21st  
February, Bombay Reef 19th February,  
General—Jardine, Matheson & Co.  
PROVIDENCE, Norwegian str., 693, C. Cornelius,  
Sourabaya 28th Feb., Bangkok 18th Feb., Rice—  
North German Lloyd.  
QUINTA, German str., 937, F. Fröhlin, 28th  
Feb., Sourabaya 16th Feb., Sugar and  
General—Siemssen & Co.  
RUTH, Norwegian str., 2,239, Thor. Helliesen,  
27th Feb., Kuchinotani 22nd February,  
Coal—Mitsui Bussan Kaisha.  
SAINT CUTHBERT, British str., 3,166, John  
Lewis, 18th Feb., from Durban, Coal—  
Dodwell & Co.  
ST. LOUIS, French ship, 1,625, Mathis, 23rd  
Feb., New York 4th Nov., Oil—Standard  
Oil Co.  
SABERS, German str., 938, Rohwoldt, 28th  
Feb., Bangkok 21st Feb., Rice—Mel-  
chers & Co.  
SANDHURST, British str., 2,788, Robertson,  
12th Feb., Cardiff 26th Dec. and Colombo  
27th Jan., Coal—Dodwell & Co.  
SIGNAL, German str., 907, A. Bendixen, 25th  
Feb., Bangkok 18th Feb., Rice—Jensen  
& Co.  
SIRK, British str., 3,216, Rowley James, 12th  
January, Durban 19th December, Gibb,  
Livingston & Co.  
SEVIL, Norwegian str., 947, Odd, 24th Feb.,  
Cardiff 25th Dec. and Singapore 14th Feb.,  
Coal—Angard, Thoresen & Co.  
SUEVIA, German str., 2,663, M. Knaisel, 27th  
Feb., Antwerp and Hamburg 9th Jan.,  
General—Hamburg-Amerika Linie.  
THEA, German str., 2,199, H. Faldt, 27th Feb.,  
Moji 17th Feb., Coal—Jensen & Co.  
TINGHAR, British str., 1,045, D. H. Lawrence,  
28th Feb., Wuhu 21st Feb., Rice—  
Jardine, Matheson & Co.  
TIPANAS, Dutch str., 2,475, P. Zwart, 24th  
February, Macassar 17th Feb., General—  
Java-China-Japan Lijn.  
TRIUMPH, German str., 769, A. Hansen, 25th  
Feb., Foochow, Amoy and Swatow 24th  
Feb., General—Osea Shigen Kaisha.  
TUNGA, Norwegian str., 1,039, O. L. Halvorsen,  
22nd Feb., Moji 17th Feb., Coal—Mel-  
chers & Co.  
TWEEDDALE, British str., 2,874, T. Milne, 10th  
Feb., Hongkong 29th January, Rice—  
Japanese.  
VECOA, Swedish str., 683, C. F. Benson, 15th  
Feb., London 9th Feb., Coal—Order.  
VENUS, American str., 614, Antonio de Armas,  
23rd Feb., Manila 18th Feb., General—  
Barretto & Co.  
YURNAS, British str., 1,123, P. H. Rolfe,  
27th Feb., Manila 24th Feb., General—  
Jardine, Matheson & Co.  
ZAFIRO, British str., 1,611, Rodger, 27th  
February, Manila 25th Feb., General—  
Shevan, Tones & Co.

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcester, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Com. E. M. Harbord, Hongkong  
Albion, battleship, 12,950 tons, 18 guns, Capt.  
Fremantle, Hongkong.

Algerine, aloop, in reserve, Hongkong

Amphitrite, 1st class cruiser, 11,000 tons, 18,000  
h.p., Capt. Charles Windham, C.V.O.,  
en route Hongkong.

Andromeda, cruiser, 12,500 tons, Capt. Nelson  
Omanney, Hongkong.

Astron, 2nd class cruiser, 4,360 tons, 10 guns  
7,000 h.p., Captain Lionel G. Tufnell,  
Hongkong.

Bramble, gunboat, in reserve, Hongkong

Britomart, gunboat, in reserve, Hongkong

Centurion, battleship, 10,500 tons, Capt. Fegen,  
Hongkong.

Fama, torpedo-boat destroyer, 360 tons, 6 guns,  
5,700 h.p., Lieut.-Comdr. Stevenson, Hong-  
kong.

Glory, battleship, 12,950 tons, 16 guns, 13,000  
h.p., Capt. Hon. W. G. Stopford, Hongkong

Handy, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., in reserve

Hart, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., Lieut.-Comdr. Richards, Hong-  
kong.

Hogue, cruiser, 12,000 tons, Captain Shortland,  
en route Weihaiwei

Humber, storeship, 1,640 tons, Comdr. P. M.  
Rindore, Hongkong

Iphigenia, 2nd class cruiser, 3,600 tons, Capt.  
Fawcett, Hongkong

Janus, torpedo-boat destroyer, 230 tons, 6 guns,  
3,900 h.p., in reserve, Hongkong

Kinsara, river gunboat, 331 tons, Lieut.-Comdr.  
E. V. R. Dugmore, on Yangtze

Moorehen, river gunboat, 180 tons, 2 guns,  
Lieut.-Comdr. F. B. Noble, Hongkong

Ocean, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Captain Greet, C.M.G., Hongkong

Orion, torpedo-boat destroyer, 350 tons, in  
reserve

Phoenix, aloop, in reserve, Hongkong

Rambler, surveying-ship, 353 tons, Comdr.  
Chas. E. Moore, Hongkong

Robin, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut.-Comdr. Vaughan, West River

Rosario, aloop, in reserve, Hongkong

Sandpiper, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut.-Comdr. H. T. Adley, West River

Sirius, 2nd class cruiser, 3,900 tons, Capt. C. H.  
H. Moore, Shanghai

Slupe, river gun-boat, 85 tons, 2 guns, 240 h.p.,  
Lieut.-Comdr. Ernest W. G. Davidson, on  
Yangtze

Statley, 1st class cruiser, 12,000 tons, 21,000 h.p.,  
Capt. Wm. L. Grant, Hongkong

Taku, torpedo-boat destroyer, 250 tons, 6 guns,  
5,600 h.p., Hongkong

Tamar, receiving ship, 4,600 tons,



